

TRANSPORTATION PROJECT REPORT

DRAFT DESIGN REPORT / DRAFT ENVIRONMENTAL IMPACT STATEMENT / DRAFT 4(f) EVALUATION

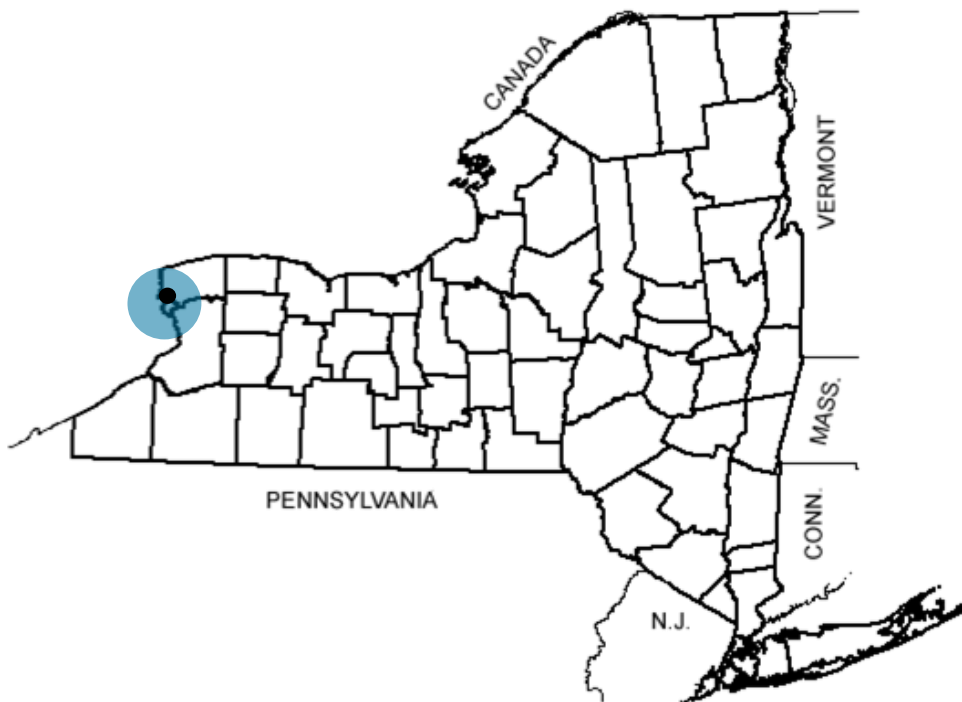
APPENDIX H

Public Comments and Responses

November 2016

PIN 5470.22

NYS Route 198 (Scajaquada Expressway Corridor)
Grant Street Interchange to Parkside Avenue Intersection
City of Buffalo
Erie County



ANDREW M. CUOMO
Governor

Department of
Transportation

MATTHEW J. DRISCOLL
Commissioner



U.S. Department of Transportation
Federal Highway Administration

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Public Comments

As of September 1, 2016

Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
1	1	x	6/7/2007	None (Member of the Community)	E-mail	I think some representative of the trucking industry should be a part of the stakeholder group and mentioned it at the meeting. If the trucking group you originally invited doesn't exist anymore, you should find another representative organization. You might also want to get someone from the Buffalo Niagara Convention and Visitors Bureau or Advancing Arts & Culture to attend the meetings. These two organizations are investing a lot in marketing the Delaware Park cultural institutions to out of town visitors and we want to make sure that visitors from Niagara Falls find it easy to get to and from the cultural venues. I don't want the stakeholder group to only represent supporters of the downgrading of the Scajaquada or you will defeat the whole purpose of having the stakeholder meetings in the first place. I know that our visitors are going to be unhappy with this change if it leads to greater wait times to get to our parking lot. That's 400,000 people a year.
2	2	x	7/30/2007	None (Member of the Community)	Web Site	Though the anti-highway people may love the idea of removing a vital expressway in the center of Buffalo, you can't turn the expressway into another Delaware Ave. without a new alternative expressway. If there is no routing for a new expressway to replace the Scajaquada, then it is VERY important to leave it as is, and just fix it when and where needed.
1	3	x	10/18/2007	None (Member of the Community)	E-mail	I voiced concerns about the volume of traffic passing along the Scajaquada at Parkside Avenue. I do not think the proposed roundabout at this location will work with the heavy traffic loads. I also do not believe that the current width of the Scajaquada can accommodate the proposed grassy/treed median, tow traffic lanes for vehicles in each direction, and a pedestrian pathway. Please reflect that in the minutes.
3	4	x	11/14/2007	None (Member of the Community)	Web Site	Of the listed alternatives, I believe 3A, 3B, or 4 are the best and especially like the idea of the speed limit being reduced to between 30 and 45 mph. I do not think that the project should be undertaken unless traffic circles are inserted in order to slow down traffic (simply lowering the speed limit will not accomplish slower traffic, as evidenced by nearby Route 33) and ideally, a larger median should be inserted so that the road becomes appropriate for its surroundings -- city neighborhoods and Delaware Park. Traffic moves entirely too fast on this road, which is very curvy, traverses Delaware Park (utilized by joggers, dog walkers, golfers, etc. that are endangered by high-speed traffic), and has dangerously poor drainage during heavy rainfall. I hope that DOT seriously considers advancing one of the alternatives I identified above and improves this dangerous eyesore.
4	5	x	11/28/2007	None (Member of the Community)	Web Site	Ideally alternative four is the way to go, but two lanes just isn't going to cut it. 3B is the next best solution, I just question how non-Scajaquada traffic is going to be able to enter roundabouts during peak commuting times. I'd also suggest incorporating some of the features that existed prior to the construction of the highway such as the decorative bridges near Elmwood Avenue and widening the creek if feasible.
5	6	x	11/28/2007	None (Member of the Community)	Web Site	I'm glad this project is being done and advocate alternative 3B or 4, however, it should be done within a much quicker time frame. 2016 is an absurdly long time to wait for something that has long been needed in this neighborhood. And if you are aiming for 2016, it will likely take even longer. DOT should set aside money in the next 1-2 years for this project and construction should start within that same time frame.
6	7	x	11/28/2007	None (Member of the Community)	Web Site	This should be below grade with land bridges with grass and plantings and come out to grade at Parkside and out to grade at approximately the museum district. If you know the BIG DIG this would be the "small dig". Your proposals for this as I read are very minor. We need to take back this road and create more park area, in Switzerland most highways go under the city, we need to be more creative.
7	8	x	11/28/2007	Elmwood Village Association	Written Comment Sheet	It is important that the new parkway corridor has a 30 mph set speed limit. Delaware Ave. (running under the current expressway) has a similar speed limit and is also a separated four lane parkway as was proposed and illustrated at the second public meeting. This is the original request from the City. Consider connecting the Lincoln Pkwy. bridge the rest of the way across the new Scajaquada Parkway to connect the two sides of the Museum District and residential neighborhoods. Possibly create another at grade intersection or traffic circle. Thank you.
8	9	x	3/11/2008	None (Member of the Community)	Web Site	Now that there is talk about downgrading the 198, is there any way a study could be done to eliminating the 33? Suburban residents could easily use the subway or the 190 for access to downtown and Humboldt Parkway would still function as an artery to the city center for city residents. Downgrading the 198 is a start but we should return Humboldt Parkway to its former glory as well.
9	10	x	4/23/2008	None (Member of the Community)	Written Comment Sheet	I hope that the "Scajaquada Expressway" could become the "Scajaquada Parkway". If you do not make the appropriate changes to the roadway, i.e. eliminating massive on/off ramps, lowering speed limits, and making the parkway more inviting for park users as well as drivers, you are diminishing the fact that this road exists through one of the most beautiful parks in the area, if not the country. Therefore, please consider traffic data, for this is important, however you must think differently about this project, start from scratch and without a doubt remember the environment. Somebody already screwed up with this plan. It's my hope that you guys can correct it. Thanks.
10	11	x	4/26/2008	None (Member of the Community)	Web Site	The highest impacted group, residents of Agassiz, Meadowview and Burbank Terr. and Dr. are not represented.
11	12	x	4/23/2008	Martin House Restoration Corporation	Written Comment Sheet	Similar to the Buffalo Zoo, the Darwin Martin House, located on Jewett Parkway, is and will be visited by thousands of visitors, the majority coming from out-of-town. As a major local tourist destination, access to the Martin House which is mid-way between the Main Street and Parkside Avenue exits, is critically important to the site. Signage and exits must be clear and "visitor friendly".

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12	13	x	5/13/2008	None (Member of the Community)	E-mail	Just need to clarify an issue/question raised in the meeting minutes regarding the "trash rack"... Is this the rack in Delaware Park near Hoyt Lake where the Creek is diverted underground, or is this the trash rack/finger dam near Buffalo State College? If it is the former, the City of Buffalo is responsible for its maintenance/cleaning. However, Riverkeeper works with several stakeholders to coordinate a biannual cleaning of the trash rack/finger dam near Buff State. Historically, there has been some debate on who is responsible, and there are three major players: 1) Army Corps, 2) City of Buffalo, and 3) Buffalo Sewer Authority. None of which have taken ownership or responsibility. The Corps built the rack, but it has been the City of Buffalo and sometimes our volunteers that have cleaned it...usually with assistance by the City's underwater recovery team. Also - you should probably add the Corps to your list of stakeholders, not just the permit guys, but either the remediation/O&M section. I'd like to suggest Margaret Wooster to your list of "Consulting Parties". She is a local expert on the history of Scajaquada (European and Native American) and would be useful to the team working on the Cultural Assessment. She is an employee of Riverkeeper and can be reached at 852-7483 or e-mail, mwooster@bnriverkeeper.org. Thanks for the continued opportunity for input.
13	14	x	9/16/2009	None (Member of the Community)	Written Comment Sheet	I'm in a hurry. But what comes to mind is: 1. Archeology - Unbeknownst to everyone is the fact that Scajaquada bears the name of the Neutral Nation, the original - primeval people. Forest Lawn and Scajaquada must hold very important sites of this 2000-4000 - even 10,000 year old occupation. There is reason to think so. 2. David - The Statue of David, unbeknownst to everyone, is in fact the single most important work of art in the City - The City is actually designed on this figure. The road signs block the view. Consider the VIEW! 3. Robert Moses was a stooge for GM - They paid him to under the table to ruin urban centers like Buffalo. Honoring the work of Robert Moses is an insult to the work of OLMSTED, Richardson, Ellicott, et al. I just want you to know that the Expressway was NOT a good idea. It was an attacked upon the integrity of the City of Buffalo. Remediate the mess! Got to run. Call if you have questions. Thanks. -Franklin
14	15	x	11/4/2009	Parkside Community Association Traffic Committee	Written Comment Sheet	I attended the meeting of 4 November of those residents interested in the Parkside Community Section of the Scajaquada Corridor. While impressed with the affability and thoughtfulness of the planners and engineers coordinating the discussion, I perceived a lack of engagement with the concerns about quality of life issues related to traffic issues. These issues for us go way beyond the immediate sites of congestion, accidents, and speed violations on the expressway itself, and are really defined more as quality of life questions than introstructive matters. A basic observation I took from the meeting is that people are tired of living with the unintended consequences of policies created by social engineers 60 years ago. It is impossible to repeal the past, but there is nonetheless a broad consensus that there is a need to go in a different direction.
15	16	x	11/4/2009	None (Member of the Community)	Written Comment Sheet	Do not do blasting for "tunnel" along expressway - significant damages to buildings that already experienced blasting (for current underpass and subway).
16	17	x	11/4/2009	None (Member of the Community)	Written Comment Sheet	While it is important to address the traffic flow issues and to reduce the number of accidents, there should be more focus on how to integrate the parkway with the surrounding neighborhoods. It's a shame that this expressway literally drove a stake through a once vibrant neighborhood and now has to be revisited after so much damage has been done. But now we have a chance to get it right. One of the most effective ways to plan for the best solution is to set up a charrette (collaborative design sessions) that would involve municipal officials, developers, and residents. This way more voices can be heard and have more ownership of the project. The people behind this expressway cared about how to get traffic from point "A" to point "B" quickly with no regard to our parks and neighborhoods, and as a result we are left with a dangerous roadway and a portion of our City's fabric torn in two. My hope is to see a slower, quieter parkway (ex. Bidwell, Lincoln) that has more trees and walking & biking lanes. Also, easier access from/to the cemetery and Delaware Park. Thank you.
17	18	x	11/23/2009	None (Member of the Community)	Mail	Route 198 needs to be converted into a slower parkway by being integrated into Humboldt Parkway and extending it beyond Agassiz Circle, which could be made into a roundabout. After all, the Scajaquada west of Agassiz was supposed to be a parkway as planned in the 1920's before it was instead built as an expressway in the late 1950's. This new Scajaquada Parkway also needs to be redirected west of the Grant Street Tops store, across the former Tee-to-Green land and along the railroad tracks, then across a bridge to Fort Erie's Bridgeburg district and on to the QEW. Such a bridge should be for all kinds of vehicles and not "trucks-only". Eventually, the Niagara Thruway (Interstate 190) can also be done away with between Michigan Avenue and Interstate 290. Also the portion of the Kensington-King Expressway (Route 33) south of the split with the Scajaquada, also needs to become integrated with Humboldt Parkway, doing away with the expressway, and extended to Elm Street and also integrated with the few streets that parallel the expressway (BFNC Drive, Virginia Street, Galveston Place, Cheery Street, Tupper Street, and Goodell Street) that intersect with Elm and instead of changing Fillmore Avenue to be an "Olmstead-Humboldt makeup." Humboldt Parkway could also, therefore be reconnected at the 33-198 split and there could be a traffic circle or traffic light where this restored Humboldt Parkway, the remaining portion of the Kensington-King Expressway from there to the airport, and Delevan Avenue.

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18	19 PART ONE	x	12/8/2009	None (Member of the Community)	Hand Delivery	<p>#19 - The Parkside Community Association's Traffic Committee has addressed concerns regarding the current state of the intersection of Main Street and Kensington Avenue in the City of Buffalo. Discussion sessions by the Committee have led to the creation of three proposed options for reconfiguring the intersection to safely improve traffic flow. The Committee has concluded that the major difficulty with this intersection is the presence of southbound traffic on Kensington Avenue at two locations: its juncture with the eastbound section of Humboldt Parkway and its terminus at Main Street. Specifically, traffic wanting to travel from the southbound lane of Main Street onto eastbound Humboldt, or wanting to continue travel along eastbound Humboldt to NY-198 east has a difficult time getting through Kensington for a variety of reasons: 1. Because a two-way Stop condition exists at the intersection of Kensington — eastbound Humboldt, it is not uncommon for traffic traveling southbound on Kensington to back up at the Main Street signal and block the eastbound Humboldt cross-street, creating further back ups. 2. It is difficult for traffic traveling eastbound on Humboldt to assess oncoming traffic conditions northbound at Kensington due to the acute angle of the streets, and due to sight interference from vehicles queued on southbound Kensington which are held up at the signal at Main. 3. Pedestrians travelling along Kensington, especially to/from the Hospital and residences north of NY-198 to/from the transit station and various educational institutions south of Kensington further exasperate the situation, as the crosswalk at eastbound Humboldt is very busy during the typical rush hours. 4. As an alternative, some drivers traveling southbound on Main turn left onto Kensington at the signal adjacent to the Transit Station, then right onto eastbound Humboldt. This maneuver is difficult due to the acute angle of Kensington from Main, and throws more traffic onto northbound Kensington, further complicating things for eastbound traffic on Humboldt at the Kensington Stop sign. As an approach to help address these issues, the Committee is presenting three options of intersection reconfiguration for your consideration. Some of these options have minor variations that could be carried from one option to the others, as needs dictate: 1. Option No. 1 - Southbound traffic on Kensington Avenue would be re-routed onto westbound Humboldt Parkway. From there, traffic wishing to continue south on Main Street would turn left on Main after a brief ride on Humboldt. Main Street north of westbound Humboldt would have an island as part of the reconstruction project. The three southbound lanes would be configured as shown.</p>
18	19 PART TWO	x	12/8/2009	None (Member of the Community)	Hand Delivery	<p>Continuing southbound, the left lane across the bridge would have a left turn (onto Eastbound Humboldt) signal with delay as required to clear the bridge and reduce back ups. Traffic will continue to travel northbound on Main Street (and onto Kensington) as it does now, but the lanes would be reconfigured and marked as shown, becoming a one-way from Main to westbound Humboldt. The transit drop-off lane could be deleted if not required. The traffic signal at Kensington and Main could effectively be eliminated as it serves no vehicular purpose. The intersection could be marked with a Stop for northbound Kensington traffic. Continuing northbound on Kensington to westbound Humboldt, the street would be split into two lanes, a dedicated left onto Humboldt (which, by the nature of the traffic patterns would be seldom used) and a dedicated continuation lane for northbound Kensington. Traffic that continues north on Main would have a dedicated left turn onto westbound Humboldt to ease the transition onto the "island" section of Main. 2. Option No. 2 - This Option is similar to Option No. 1, in that southbound traffic on Kensington is halted at westbound Humboldt. This Option illustrates several potential variations: Continuing southbound on Main Street, after the intersection of westbound Humboldt, the left lane across the bridge would become a dedicated left turn lane onto eastbound Humboldt (this is a variation that may be incorporated into the other options as desired). Northbound Kensington from Main would have traffic only lanes (no transit lane) with some sort of barrier/island/decorative element added to reduce street width as necessary. Striping across the bridge is reconfigured as required. The Stop at Kensington - eastbound Humboldt is replaced by a signal, timed with the signal at Main - eastbound Humboldt (this is a variation that may be incorporated into Option No. 1 as desired). 3. Option No. 3 - This Option closes off the block of Kensington between Main and eastbound Humboldt to traffic completely. Traffic wanting to travel north on Kensington would turn right onto eastbound Humboldt, and then left onto northbound Kensington (without a Stop) at that intersection. Another striping variation across the northbound Kensington bridge is shown. The street could be closed off with barriers as described in Option No. 2. A traffic signal is shown between the two Transit Stations across Main at the abandoned intersection with Kensington. This signal solely serves pedestrians that need to cross over Main. This requirement should be studied carefully, as there is no striped crosswalk currently at this location and its presence would slow traffic greatly if not required or redundant. If it is determined to be a necessary element, this is a variation that may be incorporated into the other options as desired.</p>
18	19 PART THREE	x	12/8/2009	None (Member of the Community)	Hand Delivery	<p>We understand that a proper study of the existing conditions and other factors (e.g. traffic signaling capabilities, school and transit bus patterns, equipment costs, etc.) will be required to implement any effective plan. We are confident that a successful solution can be reached. Please contact the Committee if clarification of the attached is required, and we look forward to further discussion of this matter.</p>

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19	20	x	12/9/2009	None (Member of the Community)	E-mail	<p>#20 - Thank you for replying to my input regarding this project. I guess I still do not see the supposed benefits of this project.</p> <p>SAFETY:</p> <p>How is introducing drivers on the corridor to more cross traffic safer? Currently, they are only exposed to cross traffic at Parkside drive.</p> <p>You could be creating 5 more heavily trafficked and dangerous intersections where pedestrians and bicyclists on Elmwood, Delaware, Grant, Main, and Niagara would now have to cross another major street (the 198). How is this safer for them? Currently, they safely travel below the 198.</p> <p>These same 5 future intersections will increase traffic congestion and introduce even more cross traffic throughout North Buffalo's already busy thoroughfares, namely Main Street, Delaware Avenue, Elmwood Avenue, Grant Street, and Niagara Street. Even if any signals along the 198 are timed well, does the NYSDOT have authority to make sure all of these new cross streets would be timed well? How does this improve the area?</p> <p>Overall, how does more cross traffic (where there currently is none) make the corridor safer for anyone? Whether your are talking about motorists, pedestrians, or bicyclists, all trying to navigate through and across the corridor, you will have increased risks for accidents.</p> <p>AIR POLLUTION:</p> <p>Another fact is (and I will be submitting estimated calculations) that shifting the 198 from and expressway to stop and go traffic will generate more air pollution for all residences along the entire corridor, even if only 7-22% of the traffic volume is through traffic. You will actually INCREASE the carbon footprint of the area and force drivers to generate more greenhouse gases. How will my increased exposure to air pollution (since I live in the area) be compensated (along with all other residences).</p> <p>FUEL EFFICIENCY:</p> <p>Motorists will experience lowered fuel efficiency. Again, I'll do some calculations, but an average drop of 5 mpg from highway to city driving is a reasonable number off the top of my head. At this number, through traffic will burn 1 extra gallon of gasoline per day. Will the NYSDOT send me a check for the extra \$750 / year?</p>
19 PART TWO	20 PART TWO	x	12/9/2009	None (Member of the Community)	E-mail	<p>QUALITY OF LIFE:</p> <p>With these new intersections and the resulting stopped traffic, residents along the corridor will get to experience more exposure to loud idling delivery trucks, throbbing sound systems, and the fabulous sound of a car with a modified exhaust system accelerating from a stop. If you lived around here, you would know what I'm talking about. We would also get to breathe in the aforementioned increase in air pollution. This will include that great diesel exhaust from construction and delivery trucks, because we all know that in reality, most diesel trucks are not cleaner and quieter. Are you actually trying to drive people out of the city?</p> <p>Instead of dropping the grade of the entire corridor, you should build more bicycle / pedestrian bridges which connect the 2 sides of Delaware Park, make improvements to the Scajaquada creek bike path, add security cameras and lighting along this bike path, and add greenery to any medians. These actions would actually provide some benefits.</p> <p>Any other option will increase traffic congestion throughout North Buffalo, decrease safety for all stakeholders along the corridor, cost North Buffalo and corridor motorists more just to go to work, and increase air pollution, greenhouse gas emissions, and noise in the area.</p> <p>Do you actually think this is a good idea?</p> <p>If I started a petition opposing this entire project, how would I make sure it becomes part of the review process and/or EIS?</p>
20 PART ONE	21 PART ONE	x	1/29/2010	Buffalo Olmsted Parks Conservancy Associate LA Brian Dold	Mail	<p>#21 - The Buffalo Olmsted Parks Conservancy appreciates the opportunity to comment on the NYS 198 Scajaquada Expressway Upgrade Project. The BOPC would like to provide these comments at this point of the process in the hopes that our suggestions will be integrated into the following sets of concepts for the subsequent sections of the corridor.</p> <p>This project is very important to the BOPC because a large portion of the corridor is within the Fredrick Law Olmsted designed Delaware Park. Appropriate redesign of Rte. 198 can go a long way towards repairing the damage to the historic resource of Delaware Park suffered when the expressway was initially constructed in the 1950's. The project has been outlined in the award winning Buffalo Olmsted Park System Plan for the 21st Century as Project #1 - Support and participate in the upgrade of the Scajaquada Expressway to a Parkway, in the Delaware Park section.</p> <p>In general, it is the opinion of the BQPC that this project will only achieve our goals if the travel speed is reduced to 30-35 mph and the corridor take on the character of an Olmstedian Parkway/Avenue engineered for slower speeds with pedestrian amenities.</p> <p>What follows are specific comments based upon graphics presented at public meetings on Sept 19th 2009 and Nov 4th 2009.</p> <p>NYS Rte. 198 Scajaquada Expressway (Focus: From 1-190 to Grant St. Interchange)</p> <p>Notes: The Olmsted impact within this corridor involves the connectivity to the adjacent Olmsted Scajaquada Creek Trail. As the first section of the 198 corridor presented publicly we have some general comments on the streetscape improvements which we hope to be considered throughout. Some of the design concepts in this corridor that we request involvement in are:</p> <p>General comments for this section of the corridor include:</p> <ul style="list-style-type: none"> • BQPC recommends reconsideration of the location of the pedestrian bridge across Rte. 198 and the Scajaquada Creek to include an alignment integrated into the circulation patterns on the Buffalo State College campus and tied into the Scajaquada Bike Trail. (*See attached graphic #1) • BOPC is strongly in favor of the elimination of the connector ramp connecting to Grant Street on the north. The elimination of the ramp provides tremendous opportunity for shoreline and bike trail restoration.

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20 PART TWO	21 PART TWO	x	1/29/2010	Buffalo Olmsted Parks Conservancy Associate LA Brian Dold	Mail	<ul style="list-style-type: none"> • BOPC recommends the inclusion of all streetscape elements adding to the traffic calming potential of the corridor's character, including: Pedestrian scale lighting, bike lanes, street trees, sidewalks, and ornamental gateway elements at either end of the corridor. • The BOPC suggests integration of improvements to the corridor along the north side of Buffalo State College campus to be fully integrated into the College's master plan vision for Iroquois Drive, including: reconfiguration of the slopes and R.O.W; to allow for pedestrian amenities along Iroquois Dr, to allow for a more permeable relationship between the College and the community to the north. • The BOPC recommends the removal of the pull-off parking on the west bound travel shown in the plan. There is concern as to the overall value of the parking spots balanced with the likelihood of unauthorized parking. • The BOPC has no clear preference for a roundabout or signalized intersection at this time. Our priority is on safe pedestrian crossing at the intersection. • The BOPC is advocating for the inclusion of the Letchworth Extension and Rte. 198 off ramp within the scope of this project. - It is recommended that the character of the roadway section west of Grant St continue the character of Rockwell Rd to the east including: a planted median, pedestrian scale lighting, 5' sidewalks. - Good urban design principles are recommended to align the roadway and intersection with Tonawanda St to improve vehicular access and maximize development potential of the adjacent sites. - Adequate provisions and clear connections for pedestrians and cyclists at the intersection of the Letchworth Extension and the Scajaquada Trail will be required as a part of this roadway extension. <p>NYS Rte. 198 Scajaquada Expressway (Focus: Parkside to NYS Rte. 33)</p> <p>Notes: The Olmsted impact within this corridor concerns the entire boundaries of this section of the project, historically taking the form of Humboldt Parkway and a grand entrance to Delaware Park at Agassiz Circle. General goals within this section will be to restore, to the greatest extent possible, the historic alignment of roadways and pedestrian connections, and at a minimum provide for greater vehicular and pedestrian access to the park at Agassiz Circle.</p>
20 PART THREE	21 PART THREE	x	1/29/2010	Buffalo Olmsted Parks Conservancy Associate LA Brian Dold	Mail	<p>The vehicle counts within this section of the corridor are immense; it is the opinion of the BOPC that major improvements to the access to Rte. 198 at Main St and vice versa are required to achieve restoration goals at Agassiz Circle.</p> <p>General comments for this section of the corridor include:</p> <ul style="list-style-type: none"> • The BOPC is strongly in favor of the 2 lane roundabout alternative at Agassiz Circle modified to include the restoration design elements (*See attached graphic #2 & #3). Modifications include: improved access to Delaware Park, restored pedestrian trail connections, improved pedestrian crossing locations. • The BOPC recommends reconstruction of parkway character along the old Humboldt Parkway roadways, to the greatest extent possible, including pedestrian scale lighting, street trees in 10' tree lawns and 5' sidewalks. • The BOPC is of the opinion that none of the current proposed alternatives for the Main St interchange adequately achieve the goal of improved access and traffic flow. The study sample AASHTO configuration potentially achieves these goals if modified to this interchange effectively. It is the recommendation of the BOPC that this alternative be studied further. (*See attached graphic #4) The attached graphic achieves what BOPC believes to be, a well functioning intersection providing efficient traffic flow in all directions as well as improved pedestrian crossings and streetscape character. Difficult to show in the graphic, but important to include would be a pedestrian island in the crosswalks on Main St. • Safe egress and access to the Delaware Labor Center is an important objective for BOPC. Thank you for this opportunity to comment on the preliminary plans presented at the first two design workshops. The BOPC looks forward to a productive dialog with the community, the NYSDOT and consultant Bergmann Assoc. towards our goal of making the Rte. 198 an improved corridor. <p>Should you have any questions with regards to the comments here in, please feel free to contact Associate LA Brian Dold, 716.280.8118, bdold@buffaloolmstedparks.org.</p> <p>This project is very important to the BOPC because a large portion of the corridor is within the Fredrick Law Olmsted designed Delaware Park. Appropriate redesign of Rte. 198 can go a long way towards repairing the damage to the historic resource of Delaware Park suffered when the expressway was initially constructed in the 1950's. The project has been outlined in the award winning Buffalo Olmsted Park System Plan for the 21st Century as Project #1 -</p>

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20 PART FOUR	21 PART FOUR	x	1/29/2010	Buffalo Olmsted Parks Conservancy Associate LA Brian Dold	Mail	<p>Support and participate in the upgrade of the Scajaquada Expressway to a Parkway, in the Delaware Park section.</p> <p>In general, it is the opinion of the BQPC that this project will only achieve our goals if the travel speed is reduced to 30-35 mph and the corridor take on the character of an Olmstedian Parkway/Avenue engineered for slower speeds with pedestrian amenities.</p> <p>What follows are specific comments based upon graphics presented at public meetings on Sept 19th 2009 and Nov 4th 2009.</p> <p>NYS Rte. 198 Scajaquada Expressway (Focus: From 1-190 to Grant St. Interchange)</p> <p>Notes: The Olmsted impact within this corridor involves the connectivity to the adjacent Olmsted Scajaquada Creek Trail. As the first section of the 198 corridor presented publically we have some general comments on the streetscape improvements which we hope to be considered throughout. Some of the design concepts in this corridor that we request involvement in are:</p> <p>General comments for this section of the corridor include:</p> <ul style="list-style-type: none"> • BQPC recommends reconsideration of the location of the pedestrian bridge across Rte. 198 and the Scajaquada Creek to include an alignment integrated into the circulation patterns on the Buffalo State College campus and tied into the Scajaquada Bike Trail. (*See attached graphic #1) • BOPC is strongly in favor of the elimination of the connector ramp connecting to Grant Street on the north. The elimination of the ramp provides tremendous opportunity for shoreline and bike trail restoration. • BOPC recommends the inclusion of all streetscape elements adding to the traffic calming potential of the corridor's character, including: Pedestrian scale lighting, bike lanes, street trees, sidewalks, and ornamental gateway elements at either end of the corridor. • The BOPC suggests integration of improvements to the corridor along the north side of Buffalo State College campus to be fully integrated into the College's master plan vision for Iroquois Drive, including: reconfiguration of the slopes and R.O.W; to allow for pedestrian amenities along Iroquois Dr, to allow for a more permeable relationship between the College and the community to the north. • The BOPC recommends the removal of the pull-off parking on the west bound travel shown in the plan. There is concern as to the overall value of the parking spots balanced with the likelihood of unauthorized parking.
20 PART FIVE	21 PART FIVE	x	1/29/2010	Buffalo Olmsted Parks Conservancy Associate LA Brian Dold	Mail	<ul style="list-style-type: none"> • The BOPC has no clear preference for a roundabout or signalized intersection at this time. Our priority is on safe pedestrian crossing at the intersection. • The BOPC is advocating for the inclusion of the Letchworth Extension and Rte. 198 off ramp within the scope of this project. - It is recommended that the character of the roadway section west of Grant St continue the character of Rockwell Rd to the east including: a planted median, pedestrian scale lighting, 5' sidewalks. - Good urban design principles are recommended to align the roadway and intersection with Tonawanda St to improve vehicular access and maximize development potential of the adjacent sites. - Adequate provisions and clear connections for pedestrians and cyclists at the intersection of the Letchworth Extension and the Scajaquada Trail will be required as a part of this roadway extension. <p>NYS Rte. 198 Scajaquada Expressway (Focus: Parkside to NYS Rte. 33)</p> <p>Notes: The Olmsted impact within this corridor concerns the entire boundaries of this section of the project, historically taking the form of Humboldt Parkway and a grand entrance to Delaware Park at Agassiz Circle. General goals within this section will be to restore, to the greatest extent possible, the historic alignment of roadways and pedestrian connections, and at a minimum provide for greater vehicular and pedestrian access to the park at Agassiz Circle.</p>
21	22	x	3/6/2010	Parkside Community Association Traffic Committee	Mail	<p>The Parkside Community Association's Traffic Committee met on February 9, 2010 to review the DOT / Bergmann Scajaquada Corridor Project proposals presented in November 2009. After much discussion, the committee felt it could not fully support any of the proposed designs, in particular with regards to the Parkside Avenue - Route 198 intersection. The committee did agree that the key to a workable Parkside - Route 198 solution depends heavily on a redesign of the Route 198 - Main Street - Kensington Avenue intersection, a key point previously raised at the November meeting.</p> <p>The Traffic Committee concluded with the following questions for you:</p> <ul style="list-style-type: none"> - As a follow through on the citizen input given in November's public meeting, has the DOT / Bergmann collaborative come up with any new concepts for the East end of the Scajaquada Corridor? - Would you be willing to meet with the Traffic Committee again to review any new concepts that you may have and to answer our questions concerning the current proposals? - Has a date been set for the Delaware Avenue stakeholders' meeting? <p>Additionally, at the previous meeting, there was a comment regarding the need and purpose statement for the project. We have included an edited version of this that we believe better addresses what is needed from the project.</p>
22	23	x	4/29/2010	Scajaquada Canoe Club	Written Comment Sheet	<p>Pedestrian connections, as well as bikeways and access for canoe/kayak recreation on Scajaquada Creek, are of utmost importance. These connections should be enhanced and increased from the current conditions, as the roadway is downgraded and improved. Additional footbridges should be added, pathways connected, and funds should be utilized to develop pull off/parking areas for canoe and kayak access. The philosophy of expressway downgrade should include a commitment to pedestrian and recreational access.</p> <p>In addition to public access, the environmental resource of the creek should be enhanced through advanced stormwater runoff management and maximization of green space.</p>
23	24	x	4/29/2010	Buffalo State College	Written Comment Sheet	<p>We are concerned that the alternatives incorporating roundabouts will reduce Rte. 198 capacity to a degree which will cause unacceptable diversion of traffic onto Grant St. and Elmwood Ave. Congestion on Grant and Elmwood adjacent to the Buffalo State Campus is already severe at rush hours.</p>

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24	25	x	5/13/2010	David W. DeBoy, Architect, Architecture - Environmental Design - Planning	E-mail	<p>Elmwood Avenue intersection-</p> <p>The removal of the west bound 198 exit to Elmwood Ave. that cuts in front of the Historical Society is a must. The proposed round-about at the other exit is not favored. Rather a widening of this exit to allow for vehicles to turn north and yield South on Elmwood (as it does now) has a more direct connection while maintaining the traffic flow. This of course is if the exit can queue the number of vehicles while waiting to turn North on Elmwood. At the Elmwood exit/entrance on the South side of the 198, these seem to work fine with the exception that they are close together at the 198. Measures to elongate the ramps and adding any additional length between would help. With slower traffic, these ramps should work better as well. Another idea is to eliminate the east bound entrance ramp at Elmwood and to improve the entrance ramp at Lincoln Parkway as the only east bound entrance ramp. This alleviates the ramps close together and deletes a ramp.</p> <p>Delaware Avenue intersection-</p> <p>A much tougher connection considering the historic bridge. The removal of the west bound 198 exit to Nottingham Terrace past the tennis courts is a must. Diverting the entire 198 to a round-about at the Delaware curves is favored, leaving the historic bridge as the main pedestrian connector of the meadows side of the Park and the lake side of the Park. This is the best solution to join the two sides of the Park, and would create a nice traffic calming effect at the round-about of the S curves.</p> <p>Also, in general, the 198 recessed and with berms at each side and tree lined is favored. A nice example of this is the roadway through Central Park, NY or Cleveland's Metro Parks system.</p>
25	26	x	7/14/2010	None (Member of the Community)	E-mail	<p>A friend mentioned to me that it might be beneficial to email the State DOT regarding the proposed Scajaquada reconstruction project slated to begin in 2016. I am in total agreement that Route 198 "is perceived by many as a barrier located in the middle of Delaware Park" as your website states. I commend the DOT for recognizing Route 198 as an obstacle in an historic Olmsted Park. I would love the Scajaquada to be downgraded (really upgraded) to a landscaped boulevard through one of the most beautiful areas of Buffalo. In looking at the Alternatives proposed on the website, clearly the only two acceptable choices should be Alternative 3B or Alternative 4. Slowing traffic down would enhance the area greatly as I feel unsafe traveling at the existing posted speed limit of 50 mph. This roadway runs through one of the most important landmarks in Buffalo; let's take the time and get it right so people can enjoy Delaware Park from an enhanced and landscaped roadway instead of a quick cut-through. Thanks.</p>
26	27	x	1/11/2011	None (Member of the Community)	Web Site	<p>As I was looking over the Scajaquada Corridor Project (No. 5470.22), I felt the need to comment on it. I am very much in favor of Alternative 3B, so long as there are bumps outs for pedestrian crossings. I know the considerable loss of speed of traffic, but that loss will be nullified by the gain in quality of life. Less pollution and more opportunities for pedestrians to take control of a public park without the interference of an expressway.</p>
27	28		5/31/2013	None (Member of the Community)	E-mail	<p>Hi, I am a 25-year resident of Fordham Drive and use the Lincoln Street on ramp to the 198 daily to go to work. I am opposed to the removal of this on ramp as it will add to my travel time to work. as an alternative I recommend you consider closing the Delaware avenue on ramp to the 198 west as it requires one to go from a standing start to 50 mph. Another request is to install a "do not block intersection" sign at that off ramp (198 west to Delaware Ave). People constantly block the intersection in an attempt to queue up to turn left from Nottingham to Delaware Ave (North) and block the intersection for people wanting to turn right on Delaware (South).</p>
27	29		5/31/2013	None (Member of the Community)	E-mail	<p>Another input: Please consider some modifications along the Scajaquada creek to allow canoe/kayak traffic to pass from Hoyt lake to the Niagara River. A simple portage is possible from Mirror Lake which connects to Hoyt Lake to the Scajaquada Creek but there is a rake in the creek with sheet piling on either side which prohibits a portage to the next stage of the creek which in turn blocks access to the Niagara River.</p>
28	30		6/2/2013	None (Member of the Community)	E-mail	<p>Please add me to the contact email list for the Scajaquada project and notify me of any changes.</p>
27	31		6/6/2013	None (Member of the Community)	E-mail	<p>Thank you for sharing these plans. They are very interesting and I support many of the new features. An addition suggestion would be to change the traffic light at the intersection of Elmwood and Nottingham (and the Elmwood connector) to a traffic circle. I believe that there was a circle there originally.</p>

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28	32		11/4/2013	None (Member of the Community)	E-mail	<p>I'm not able to attend a meeting scheduled 11/5/13 at Olmsted School 64, so I wanted to write to you stating my opinion/concerns.</p> <p>I really only have one, at this time. I've been inquiring for a long time why there needs to be an entrance to the Scajaquada at Lincoln Pkwy. and Nottingham. There are (3) entrances within (1) mile of each other in this particular area.</p> <ol style="list-style-type: none"> 1. Delaware at Nottingham 2. Lincoln at Nottingham 3. Elmwood at Nottingham <p>The Delaware and Elmwood entrances make sense, as these (2) streets are main, truck route, streets.</p> <p>It never made sense to me (or my neighbors) why a 3rd entrance was constructed from a residential street. All types of vehicles (busses, trucks, etc.) fly down Lincoln Pkwy., from Great Arrow and/or Amherst St. to get to the Scajaquada entrance. Mind you, it's because there are no restrictions to their speed, i.e. no stop signs, stop lights. It's a straight run. This does not make sense.</p> <p>I'm encouraged that this may be the right time to close that entrance off. This would certainly enhance the parklike setting in this area whereby bikers, runners, and walkers don't have to worry about crossing that entrance to get to the path.</p> <p>Thank you for listening.</p>
29 PART ONE	33 PART ONE		11/5/2013	None (Member of the Community)	E-mail	<p>I'm emailing to express my displeasure at the proposed plans for the Scajaquada. Currently, and with any of the proposed plans, we have a high-use roadway running through our park. Even without the minor detail that the park is part of what many consider to be Frederick Law Olmsted's masterpiece, running a road through it makes no sense. Any sort of road that isn't designed to stitch the park together — a road built to conform to the park, rather than to make a shortcut through it — will still divide the park and its surrounding neighborhoods with high traffic volumes.</p> <p>Your project homepage states: "Employing 'context sensitive' and 'flexibility in highway design' principles, our team will evaluate the feasibility of transforming over three miles of the Scajaquada Expressway into a landscaped boulevard featuring new at-grade intersections, enhanced pedestrian and bicyclist accommodation, improved aesthetics, and decorative lighting in an effort to reduce operating speeds, improve overall safety, and develop a community gateway."</p> <p>A nice sentiment, but being "context-sensitive" will lead to disaster if you've got the wrong context to begin with. The fact that you're pushing for flexible "highway design" proves it. The road isn't a highway, nor was it meant to be. It's part of a park.</p> <p>Even with a 30 or 35 mph speed limit, you'll likely get cars and trucks driving 40 or 45 mph if you continue to see the road as a highway or a connector. You would end up with something akin to the "S curves" on Delaware Ave., where the speed limit is 30, yet people routinely drive 40 to 45. That landscaped median with trees doesn't seem to slow the cars at all. Nor do the bike lanes or sidewalk. Have you ever tried crossing Delaware at Forest or Nottingham, at either end of the "S curves"? It's incredibly unpleasant, and carries a certain degree of danger, mostly because people treat those intersections as an impediment to what they see as a higher-speed roadway disguised by a median and stoplights. How could something similar act even remotely as "a community gateway"? If you want a gateway, you need a road that welcomes people rather than acting as a shortcut. (On a side note: What exactly do decorative lighting and improved aesthetics do to slow traffic? Unless you expect drivers to slow down so they can properly admire the ornamentation on the street lamps or the exquisite arrangement of shrubs on the roadside, that's nonsensical.)</p>
29 PART TWO	33 PART TWO		11/5/2013	None (Member of the Community)	E-mail	<p>How would New Yorkers and New York City react if someone were to propose running 6th and 7th avenues straight up through Central Park? Do you think they'd say yes if at-grade intersections and decorative lighting were added to sweeten the deal?</p> <p>Delaware Park is a park. Unless I'm mistaken, the definition of "park" has nothing to do with being a decorative green wrapper for the road running through it. The only solution that fits is to sever the park completely from the Scajaquada. If drivers need to get to the 33, why not let them spend a few extra minutes on the 190, which drops them off at the foot of the 33? Those extra few minutes spent driving — which seem to be the rallying point for those dedicated to the Scajaquada as an expressway — are insignificant compared to the immensely positive effect removing the expressway would have on the city and on the quality of living of anyone in it.</p> <p>Consider how many more people might use Delaware Park as a whole if the 198 were removed. Consider the value of a park restored to its intended function and blueprint, and the credibility that would bring to a city that, at least in its promotional copy, prides itself on being awash in landmarks and history. Consider taking a walk from the History Museum to the Albright-Knox to Forest Lawn to the Zoo, all without having to cross noisy roadways with cars driving so fast you'd rather not, for your own safety. If that's not worth a few extra minutes in a car, then what is?</p>

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30	34		11/13/2013	None (Member of the Community)	E-mail	<p>Hello and thank you for the continued process on the evolving design of Route 198. I would like to say that I think the design process is coming along greatly and that I am very happy that the DOT is involving the public with questions or comments.</p> <p>I would like to say however, that the design that is favored for the intersection of Route 198 and Parkside (Agassiz Cir.) does not reflect Olmsted's design for the circle. I would hope that the DOT would be sensitive and caring as to the nature of the circumstances.</p> <p>I am very pleased that the DOT is interested in making the Scajaquada blend in more with Delaware Park, however in my opinion, it should be slowed down more and the roundabout option should be seriously considered when approaching Agassiz Cir. I also do not think the proposed new speed limit is acceptable for a park. 30 to 35 is obviously more safe and would work well with it's surroundings.</p> <p>The signalized intersections in the park are more useful and helpful in the park sections of the 198 because it can help pedestrian movements and facilitate the flow of traffic easily. I totally agree with this part of the design. These designs (with maybe an addition of a few sidewalks) are near-perfect. But again, A roundabout should be considered at Agassiz Cir. because of Olmsted's original design and because it is the main entrance to the park. Slower speeds and a more narrow route could easily handle roundabout traffic. We must also take into account that by changing the traffic patterns on Route 198, we will probably also lose traffic to Amherst St., E/W Delevan Ave., and other east-west city streets. This could in fact be a variable in determining what to put where on the Scajaquada.</p> <p>Regarding the Scajaquada between the east bound and west bound Humboldt Pkwy.; Is there any way to actually incorporate the two as one? I really think it would be absolutely beautiful. Bridges over the 198 carrying Main and Kensington are not the right decision. The question I really have, is that why can't they be at-grade, signalized intersections? Even if Humboldt and the 198 are separated? According to the design, there will be at-grade intersections dotting the 198 through out the park. Would it be possible here too? Again, Humboldt Pkwy is Olmsted designed, and we should probably try and stay as close to his design as possible. A wide (or wider than the current design) green median would be far more attractive than a small, pavement-surrounded one.</p> <p>Again, thank you for the public's involvement. I hope we can all come together on a design we all like.</p>
31	35 PART ONE		11/18/2013	None (Member of the Community)	Letter	<p>#35 - I wanted to thank you very much for your continued participation in making Buffalo a better city. My words alone cannot describe how long we have waited to revive our Outer Harbor. The sale of roughly 400 acres is a stepping stone for possibilities that still has yet to be seen. As Buffalo continues to move forward, I wanted to provide an update on two growing movements among city residents to reclaim crucial components of the Olmsted Park System. The Restore Our Community Coalition, a group devoted to reviving Humboldt Parkway on the East Side (NYSDOT Project 5512.52), has made progress over the summer bringing our concerns to the attention of local and state officials. We were able to bring State Senator Tim Kennedy into one of our meetings back in July, and we have been corresponding with staff members from Assembly member Crystal Peoples-Stokes and Congressman Brian Higgins for their involvement. Our current challenge is to utilize funding from the Wendt Foundation to hire additional staff members for an Environmental Impact Study. There is also planned real estate on 1001 Humboldt Parkway recently acquired by Community Action Organization from Kalieda, that may someday determine that path of the neighborhood's property values. RROCC is doing everything to generate public awareness about the neighborhood's rich history, its present-day challenges, and long-term solutions for Humboldt Parkway in relation to the Kensington Expressway (Route 33). Another group, the Citizens for a Civilized and More Sane Scajaquada, hopes to restructure the Scajaquada Expressway (Route 198) into a boulevard. The city has held three public forums this year regarding a series of proposals explored by DOT (Project 5470.22) to potentially alter the expressway into a roadway more compatible with its immediate surroundings. Scajaquada Expressway has been long-criticized for cutting through Delaware Park, which has not only had a negative impact on the park itself, but also limits access around the park. DOT has only been pushing one of four solutions, which is a lukewarm response to the main problems behind the existing expressway. They have yet to attend any of our public meetings themselves, and Assembly member Sean Ryan has led the last two meetings to encourage more public input. This pas week, residents of Parkside Avenue, near both Delaware Park and Scajaquada Expressway, staged a protest against the freeway traffic. (Details are in the enclosed article.) Along with the ongoing controversy behind the Skyway (Route 5), in relation to waterfront redevelopment, there are plenty of incentives for major overhauling for our local highway system. Buffalo is finally taking the correct steps to fix the poor planning choices that we have suffered from for the past 60 years.</p>
31	35 PART TWO		11/18/2013	None (Member of the Community)	Letter	<p>There are many examples of similar studies in other cities, such as Seattle, St. Louis, and Dallas, that have proven successful. Rather than serve as a barrier of bad ideas of the past, we are urging the Department of Transportation to contribute to our city's upward momentum. The proper funding for both Humboldt and Scajaquada should be highly considered when setting our annual state budget. Thank you for your cooperation!</p>
	36		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>I like the improvements in appearance and connectivity. Please work on better synchronization of lights (signals) on the connecting streets - Main, Hertel, Parkside, Ferry, Delevan, Amherst, etc. to help with both obeying speed limits and other traffic laws and improve gas mileage for all vehicles traveling through the city. This should help with additional vehicles on those roads. I prefer the lower proposed speed limit; notice the high incidence of "out of control" accidents.</p>
	37		4/9/2014	Sierra Club	Written Comment Sheet	<p>I fully support the Boulevard in the Park proposal to "Green" the Scajaquada Corridor. It is long overdue! The 198 Expressway is a huge barrier to city dwellers to enjoying the neighborhood and Delaware Park. As a bicyclist I find there is no comfortable way to cross it from my neighborhood on the south side to the Meadow, Ring Road and the north side, the pedestrian bridge's railing is too low and doesn't feel safe when seated on a bike. The traffic is noisy and disturbs the tranquility of the ride. Cars on Delaware and Elmwood are aggressive to bicyclists. On Delaware speeding is the norm by the S curves. The speed limit on the Scajaquada should be lowered to 35 mph or less.</p>

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	38		4/9/2014	None (Member of the Community)	Written Comment Sheet	I appreciate the considerable work involved in the proposal. I read and support the mission statement. The proposal looks excellent to me and it would be a wonderful improvement for the city that citizens and visitors would enjoy into the future. The quite complicated interchange of Kensington, Humboldt, Main and 198 had several proposed solutions worthy of extended public dialogue to reach the best decision. I was breathing better after reviewing the proposal due to the extensive expansion of green space. It seems like the pictures of top green space were already affecting the atmosphere!
	39		4/9/2014	None (Member of the Community)	Written Comment Sheet	Please re-connect our neighborhoods and parks - add as many traffic circles as possible instead of lights. Agassi Circle is screaming to become a circle again! I like concept #4 Main Street @ Rt198 - circle concept slowing down traffic is not a bad thing adding as much new green space and bike paths should be a priority.
	40		4/9/2014	Buffalo State College SBDC	Written Comment Sheet	The proposed project is a VAST improvement over existing conditions, but it is my strong belief that if we are to spend the money to make improvements to Rte. 198 now, these improvements should go further to improve pedestrian and bicycle access to the waterfront of Scajaquada Creek, and access to cross the 198 at more points. More crosswalks with more frequent stop signs or traffic signals are necessary to adequately slow traffic and to provide human-scale connections across the road/creek. Consider a new signal and crosswalk and stop instead of the pedestrian bridge; a more direct crossing at the proposed "terrace" at Lincoln Pkwy (in the current proposal, it is still necessary to use the pedestrian bridge to get "over" the expressway); another crossing near the police station on Ring Road; and consider making the 198 an at-grade re-envisioning of Humboldt Pkwy past Parkside, rather than a below grade neighborhood killing expressway. Also, what purpose does the new green raised median serve, if it is inaccessible to both pedestrians and cyclists? None. Thanks for all your hard work and accessibility during this process.
	41		4/9/2014	Voice-Buffalo	Written Comment Sheet	Just do it!
	42		4/9/2014	None (Member of the Community)	Written Comment Sheet	Please demo entire Scajaquada. Do not replace it. Downgrading is not good enough. Public space and non-vehicular traffic should dominate corridor. No cars.
	43		4/9/2014	None (Member of the Community)	Written Comment Sheet	While it certainly feels like this new plan is a significant improvement from what we have now and from what was proposed last, it still feels like we are afraid to actually add significant ??? And attempt to restore this park back to what it was like. This plan still doesn't feel like a complete street and it still feels like cars are still the priority. What about at-grade bike lanes? Please give us one lane and bike lanes. What about a ???? or light rail? What about a 30 miles per hour speed limit? All of these are possible and clearly desired by the majority of people tonight. I like the direction, but more needs to be done.
	44		4/9/2014	None (Member of the Community)	Written Comment Sheet	I appreciate that NYSDOT is allowing input. You have already noticed no doubt, that this topic is very touchy and elicits a lot of emotion out of people. With good reason too! I've lived and drove and ran all around this expressway dreaming of a day that it can change completely. Seeing today's plans, I can understand your point of view, but the public opinion are asking for a large, policy change, not just a modification. Plenty of business thrive by using local roads, and so can north Buffalo. I'm afraid that by having a separate road (bridges off ramps) will set the tone that this road is still an expressway. People will still drive 45 or more and pedestrians won't use these elements. Please review the Harlem Road in Cheektowaga round about and how an eventual change (did not come without some problems) to the road crossings brought a more attractive environment, calmer travel and better experience for everyone.
	45		4/9/2014	None (Member of the Community)	Written Comment Sheet	I love the changes! I'm looking forward to the new additions.
	46		4/9/2014	Congregation Cycling Club	Written Comment Sheet	1. All the renderings look nice and I can tell a lot of thought and work went into it the design, but I would like to see renderings of complete removal of the 198 Scajaquada with a traffic study showing where the traffic would disperse to. If 80% of current traffic is "local traffic" there could easily find alternate routes. Traffic going eastbound 198 is jumping on the 198 so it has quick access to the 33 downtown which could be rerouted to Main St. and Niagara St at each end of the current 198 (each street Main & Niagara are multilane) 2. If complete removal isn't possible the corridor must be down sized as much as possible to give the feel of a parkway. 30 mph or less most important if corridor can't be removed.
	47		4/9/2014	None (Member of the Community)	Written Comment Sheet	Traffic on the 198 should be posted at a maximum of 35 mph. As we know, 40 mph means 50 to 60 mph, much too fast for this park. Consider using 1 lane for auto traffic in each direction with bike lanes in each of the outer lanes. Linwood Ave, a one way street was converted to a one lane street with bike lanes (2 directional) to use the other land. Traffic immediately quitted by 15 mph immediately.
	48		4/9/2014	None (Member of the Community)	Written Comment Sheet	1. Given that the future viability of Medaille College may be at risk, will Medaille's stakeholder needs and wants be given equal weight as other more viable stakeholders? 2. What Frederick Law Olmstead design principles are being used throughout the design? (an all new over-pass and bridges be in Olmstead Design?) (Architect stone) 3. What private or government entity will be responsible to maintain the grass, trees, flowers, etc. on the medians? 4. In what ways have snow removal and de-icing needs been built into the plan? 5. Will there be more or less parking at and around the "Albright-Knox" area of Delaware Park near Hoyt Lake, the Marcy Casino, etc. If less parking, where will people be able to park? 6. Just an idea to help communicate the design concepts - develop an audio visual virtual tour video that can be shown at public meetings and posted on the internet. For example during the 1903 Pan American Exposition, Thomas Edison sat in a gondola and filmed his trip through the canals of the Exposition. This film footage is at the Buffalo Historical Society.

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	49		4/9/2014	None (Member of the Community)	Written Comment Sheet	Main Street option #8 or put Main Street up to grade. Agassiz Circle - add pedestrian bridge on south east side of circle to improve pedestrian traffic over rte. 198 - could be designed as a "gateway" to Delaware Park and the new Parkway - Agassiz Circle - make roundabout with signals similar to Niagara Sq on a smaller scale. Between Main St. and Elmwood - one lane each way with on street parking on each side between Delaware and Agassiz Circle. 30 MPH Limit between Elmwood and Main St.
	50		4/9/2014	None (Member of the Community)	Written Comment Sheet	1. Remove "NYS RTE 198" off Delaware Park Lane 2. Re-design "Rte. 198" from Rte. 33 to Parkside - a) large circle at Main St - Big Traffic / Exit fix. b) Restore circle at Agassiz Circle and Parkside (lower traffic increase beauty) 3. Redesign Rte. 198 from 190 Thruway to have it end at Grand St. (i.e.. Traffic spills out into Grand and Black Rock and Buffalo St College) 4. Re-name each (split) sections of Rte. 198 (i.e.. give them 2 distinct names). Why? Feed traffic off 33 to Main St. - Feed traffic off 190 to Grant and Amherst - keeps bus / truck traffic away from Park and Museum Areas.
	51		4/9/2014	None (Member of the Community)	Written Comment Sheet	Dear NYSDOT, It is clear that public sentiment and opinion is way ahead of you. Please prove yourselves nimble enough to catch up. I hear us tasking you not to simply beautify, I hear us telling you to depave. We want our park restored. Your cosmetic work is outstanding but in the end, it is still Revlon on a pig. Thank you for hearing us out. I really appreciate it.
	52		4/9/2014	Vision Niagara	Written Comment Sheet	Lots of great work here. Love the elevated median, terrace, decrease of pavement, increase of accessible crossings!!! Please address ramp off at Niagara Street. Very important intersection for cars pedestrians, bikes!! HELP!! Reference to Gateway elements - is this public art opportunity? Please develop our participate in developing master plan for public art that incorporate method of outreach to artists, selection, public participation, maintenance, etc. No plop art!! DREAM: Look at removing Rte. 33! or somehow bring back the neighborhood by taking out the dissecting quality / attributes of this expressway. Regarding discussion of recently done expressways, to serve business and org (Buff State, ZOO) - can we look at Beltline to accommodate some of those needs / services? Trains to more goods/ people.
	53		4/9/2014	Buffalo State	Written Comment Sheet	I'm very excited about these plans! Thank you! I bicycle past and around the Scajaquada everyday and this will make my route enormously safer and more pleasant. My only question is who will maintain the bike paths during winter? Presently separate paths get little to no attention during the colder months. I prefer to commute by bike year round. Thanks for everything!
	54		4/9/2014	Restore Our Community Coalition	Written Comment Sheet	The proposals featured in today's meeting shows a lot of potential. As always, I am pleased with the prospect of making Scajaquada more pedestrian - friendly for visitors of Delaware Park. I would highly consider implementing a roundabout in the Parkside corridor, if not the Main and Kensington corridor. Accessibility is a serious concern for both corridors, as too much traffic goes through each day that is appropriate for a park setting. There should also be easier access between the maintenance building and Meadow Lane, given their proximity to one another. The speed limit should be 35 mph, instead of 40. There should also be discussion about rebuilding the Elmwood Avenue bridge, in respect to its surroundings. The plans as of now are great, but still need refinement in order to actually work once implemented.
	55		4/9/2014	None (Member of the Community)	Written Comment Sheet	I support the community comments that have come in abundance. 30 mph - maximum, 15 mph preferred. Parkway design - larger median and less lanes. Bike storage if bicycle is to be used as transport not just leisure. Beautiful landmark terrace is wonderful. Please calculate and include the TOTAL distance of connected bike lanes with these additions of 2.4 mi.
	56		4/9/2014	None (Member of the Community)	Written Comment Sheet	Lincoln Parkway Bridge: I'm glad this vehicle on ramp is being eliminated. I have always felt that merging from here is dangerous, and know people that have personally gotten into accidents here. Delaware Exit: Glad to see a light being installed here - the right hand turn here always caused accidents due to the sudden slowdown, and drivers attempting to merge left to avoid cars that are turning. Medaille / Delaware Park Crossing: Looks like a step in the right direction, but more needs to be done to make pedestrians feel safer crossing. It's very hard to cross all four lanes while some lanes are turning left off of Parkside. Speed Limit: would like to see it reduced to 30 mph, (city street limits), as people exceed by roughly 10 mph. I fear a 40 mph speed limit would actually translate to 50 mph operating speed. If you want drivers to operate at 30 - 35 mph, wouldn't setting the speed at 40 mph be counter productive? Will there be any sections in which someone can make a u-turn?
	57		4/9/2014	None (Member of the Community)	Written Comment Sheet	I love the plan....I hope this will lower the speed and traffic volume - on Lincoln Pkwy between Amherst and Nottingham (a school zone and residential neighborhood). I'm not sure that the entrance to Re 198 is necessary at Lincoln Pkwy? Increasing the bike paths is wonderful. I hope I live to see this come to fruition. Thank you!
	58		4/9/2014	None (Member of the Community)	Written Comment Sheet	I'm excited about the project. I have a love/hate relationship with the 198 as I use it everyday to drive to work. I love the convenience but hate the expressway cutting through an Olmstead park. If the project can make things user friendly for pedestrians and safer for everyone, then I am in support of it. The beautification aspects are also exciting.
	59		4/9/2014	Olmsted	Written Comment Sheet	Plan is too much like highway. Takes too much parkland for additional lanes and median. Too much pavement in Agassiz Circle. Problems at Main Street must be solved. Speed limit must be solved.

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	60		4/9/2014	Visionary Artist Deciphering the Sacred Landscape of Buffalo Niagara	Written Comment Sheet	Congratulation!! Everything looks like a real improvement! 1. Priority is to get the creek itself to become clean and sustained. 2. Priority solve the "screwball highway" features: Exits and on ramps. Done.... 3. Improve pedestrian and cycle access and connections. Done.... Suggestions: 1. Move the traffic sign over expwy that blocks view of the DAVID as viewed from Elmwood overpass. It's unnecessary placement. 2. Pedestrian bridge from SUCB to Jesse Kregal Pathway ought to be a very special signature piece in the Calvert Vanx Style. 3. The new traffic circle in front of AKAG on Lincoln Pkwy ought to have a statue as recognition of the Mother of the Nations this is the lost and forgotten significance of the Scajaquada: it is the name of the original human beings - the 4 children of SKY WOMAN at the beginning of all. To acknowledge this extremely significant detail of forgotten lore - ignites the fire in the soul - anima mundi this is the light which draws pilgrims from around the world.
	61		4/9/2014	None (Member of the Community)	Written Comment Sheet	Plans should include: - Turn-outs / "overlooks" at Delaware Park Meadon (West Bound) and Hoyt Lake (East Bound) - Lower speed limit between Parkside and Grant St. - Shoulders (perhaps not continuous) to allow disabled vehicles and police to stop - Make bike path more park like - Make roadway between Parkside and Grant more street like perhaps restricting truck use. Trucks can still reach Zoo, Buff State, etc. by coming from I-190 & 33 without going across the city on 198
	62		4/9/2014	UB/Medaille	Written Comment Sheet	Proposed work fails to address the freeway setting with a stop light (Parkside). The accidents will continue. The study, especially the emphasis on how most traffic has a destination within the corridor, is myopic. Buffalo is a 15 min city (i.e. - it only takes 15 min to get from any point to any other - and the router thruway or not doesn't matter! Connectivity is a hip term, but it needs to include ??? where x-ing is unsafe (e.g. between crescent and Parkside). I have lots of photos of Jay-Walkers there and a video of 2 Medaille College students x-ing at night. Could continue the stone wall on S. side of Humboldt to Agassiz Circle. That would also block some tire noise from the neighborhood. I don't believe this project goes far enough to address the past's mistakes, but I am glad it is going as far as it appears to be going. Traffic rules treat traffic like a single entity, but it's not - it's made up of people with specific "paths" aimed at specific "projects" (basic "Time Geography"). If you fix the roads correctly, all the people in the city will reorganize their paths to make their projects work, organically. And your focus won't be realize, unless you are anti-city and pro-urban sprawl. Go Parkway!!!!
	63		4/9/2014	None (Member of the Community)	Written Comment Sheet	1. Has the State officially agreed to maintain the median? 2. Is there enough depth in the medians to support the growth of the trees? Will there be irrigation? 3. Will there be enough room for snow/removal? 4. Where will disabled vehicles pull off? 5. Please carefully examine removing the slip ramp at Parkside. 6. Was Agassiz Circle every really a circle? (I had thought it was never completed) 7. Please address the issue of why we don't have enforcement the state needs to give Buffalo the right to adjudicate moving violations!! There's no incentive for police to give tickets currently.
	64		4/9/2014	None (Member of the Community)	Written Comment Sheet	I believe that the BEST solution is to return the 198 to the status of a true parkway, that is, a park roadway similar to what Frederick Law Olmsted designed. I do NOT mean a parkway in the sense it has come to mean - i.e. a high-speed road within a landscaped setting. This is a road through a nationally significant park, listed on the national Register, and the design should enhance the park, and allow public use of the park as originally designed. Right now the present 198 cuts the park in half and makes it impossible (without danger to life and limb) to go from one side of the park to the other. This is unacceptable, and park user connection to the two sides of the park is essential. Several features of the present design are particularly disturbing, such as the poor pedestrian access across the roadway, and the abandoning of the Lincoln Parkway bridge. I believe that this bridge should retain vehicular traffic, and in fact be reconnected to Lincoln Parkway on the north side of the park, thus inserting an additional traffic light at that location, which will enhance pedestrian access across the roadway. Another issue the amount of paving, especially at the Delaware intersection (interchange).
	65		4/9/2014	Local Artist & Designer	Written Comment Sheet	Offer local artists the opportunity to paint murals to defer graffiti / vandalism - Hoyt Lake Ped. Bridge, Zoo, Etc. Create a series of Public Arts to promote the Buffalo Arts Community. The median façade could be designed by local artists - metal and low profile posts - open space. Add stop signs and crosswalks between stoplights to further help reduce traffic speed - bridges can be painted along pathways. Community market (seasonal) by Hoyt Lake Bridge area for local small businesses similar to xmas market in Union Square in NYC, Orchard Street in the lower East side and Madison Sq. Pk. More park, cut traffic down to only one lane, expand project to Niagara Street and Buffalo River Squaw Island. Create more public space like Broadway in NYC open public space to help divert and slow traffic. Completely revert the park section and make the Hoyt Lakeside a pedestrian plaza area to house public events, markets, art, music, etc.
	66	WEPI #23	4/11/2014	None (Member of the Community)	Web Site	I'm writing to express my displeasure with the reconstruction plans unveiled on April 9th. The plans to downgrade the expressway to a boulevard appear to be little more than cosmetic improvements. I urge the DOT to reconsider the downgrading of the expressway to a true parkway (accommodating pedestrians and bicycles). Delaware Park has the potential to reclaim its place as a beautiful urban sanctuary. This project on its current course does not achieve that and is therefor yet another waste of taxpayer dollars. If the current design and engineering team is incapable of achieving the project goals stated on this website I urge the DOT to delay this project to a future date. A clear trend is emerging nationally in urban and transportation design to find innovative ways to better integrate vehicles, pedestrians, and bicycles. Eventually, this trend will be felt at the NYS DOT. If this project is executed now with the current design that opportunity will be lost for at least another generation.
	68	WEPI #22	4/11/2014	None (Member of the Community)	Web Site	At the last public meeting on April 9, 2014, Stoplights were put in place instead of roundabouts. Why is this? Modern roundabouts would offer much better traffic calming and aesthetics. Please see to it that roundabouts throughout the corridor are seriously considered. Thank you.

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	69	WEPI #22	4/11/2014	None (Member of the Community)	Web Site	As a citizen who commutes from the west side of Buffalo to Williamsville every day via the 198 and the 33, I am very disturbed about the prospect of turning the 198 back into a park-like low speed limit road. This route is absolutely necessary for travel from the city to the eastern suburbs. The problems now are related mostly to the area at Parkside and the exit to the 33. If the right lane at Parkside could be designated right turn only for access to Medaille and then to Main Street, and if the lane then became an exit only lane for access to the 33, this would alleviate a lot of the problem. What strikes me most every morning is the number of motorists who race down the middle lane and cut into the exit lane right at the last minute - very rude and very dangerous. Lowering the speed limit to 30 or limiting the road to two lanes would only make the road useless for its intended purpose - a quick thoroughfare to the suburbs. I've taken the I-290 but that seems like the long way around. If you have another option that involves creating a different expressway out to the suburbs, I'd be all for that!
	70	WEPI #20	4/10/2014	None (Member of the Community)	Web Site	We were very disappointed in the presentation about downgrading Route 198 yesterday. This ugly highway has divided Delaware Park and the two adjoining neighborhoods north and south of the expressway for years. An expressway should never have been built through green space. So let's fix this mistake and remove the expressway in its entirety and restore the vision of Frederick Law Olmsted forthwith. How can you put an expressway, even a downgraded expressway with diesel fumes and all the noise from traffic next to tennis courts, a golf course and Meadow Drive where thousands of people run, walk and bicycle every day? There are alternate routes available for all this traffic now that did not exist when the expressway was built.
	71	WEPI #19	4/10/2014	None (Member of the Community)	Web Site	NYDoT Engineers, I don't understand the parameters of your Scajaquada Expressway project. Who provided the project requirements in the first place? The plan presented makes no sense from your stakeholders' points of view. Who is the project sponsor? If the project sponsors goal is to upset all stakeholders you're well on your way. Slowing down the ?Scajaquada Expressway? will aggravate commuters who are a major stakeholder in this project. Not considering the removal of the expressway is aggravating Buffalo citizens the other big stakeholder. So I ask again what are the project parameters? Who are you trying to please with this project? Please show us a traffic plan that utilizes our east-west avenues, the 33 and belted highway system and eliminates the Scajaquada Expressway from Elmwood to Main Street. Or just save the tax payers \$22 million and do nothing until the highway rots into uselessness. I'm not usually this snarky I'm just upset with the arrogance of the NYDoT staff who presented this plan yesterday. Patrick Martin
	72	WEPI #18	4/10/2014	None (Member of the Community)	Web Site	My comment towards the plans proposed 4-9-2014 is: WOW, have you ever driven the road you want to change so drastically? I have driven it, almost daily, for 29 years. If you want to improve traffic flow, you need to widen this roadway, not narrow it and reduce the speed limit. A shoulder, install fog lines, move the street lights off the edge is how you can spend that 22 million dollars. Improve the roadway and live with the fact it shouldn't have been put there in the first place. Now, if you want to come back with an amount of money to fix the problem I propose you bury the road. Think: Boston and the Big Dig. Cover the roadway and recreate the park. Rebuild the roadway, allow cars to exit and enter but, PUT IT UNDER GROUND. You get to keep both objectives but you have to spend 10-100 times more money, period. Buffalo's Big Dig!
	73	WEPI #17	4/10/2014	None (Member of the Community)	Web Site	When my wife and I bought a house near Buffalo's Olmsted park system, it wasn't because of the highways. We understood that planning was under way to remediate this problem highway. It should never have been run through a historic park in the first place. Any proposal which maintains high-speed separated traffic would be completely insensitive to what makes this place special. I'm sure Manhattan gets congested, but no one would allow an expressway across Central Park. In fact, they chose to re-integrate the West Side Highway into Lower Manhattan's street grid and included space for pedestrians and bicyclists. Just as we in Buffalo are trying to choose here, where there are far fewer challenges. There are several problems with a high-speed road through the park. It makes it difficult to walk from one part of the park to another. The drone of engines and tires drowns out the birds. The only safe and legal way to cross the highway on bicycle is the foot bridge by Lincoln Parkway, which can add miles to an otherwise short trip (there are no sanely rideable bike lanes on the streets which cross, and sidewalk riding is illegal in the city). Cars routinely crash through the chain link fence and onto the tennis courts. Due to high speeds and lack of sidewalks, the sculptures above Hoyt Lake go underappreciated. More drivers choose to navigate through the park because you can drive faster (I do it too), impacting air quality in one of the few green spaces available to residents. Even property values suffer--it's not as classy when your park entrance doubles as a highway on-ramp. The roadway runs through a park full of people. It's optimistic to expect every driver to stay on the road. When a vehicle careens into a jogger, it shouldn't be going so fast as to be fatal. According to studies, that means it should be going at most 30 MPH, since fatality rates rise rapidly above that threshold. It's common to see drivers exceeding posted speeds by 10 MPH, so the logical speed limit would be 20 MPH. I hope you can see 30 as a reasonable compromise; anything faster would be reckless. I understand you're worried about congestion on route 198 and surrounding streets, but would it really reach problem levels? I'm from Buffalo, and for most of my life the problem has been empty streets with shuttered store fronts. It seems like in order to solve the non-problem of people driving an extra two minutes, you're reinforcing the problem of neighborhood blight by incentivizing people to avoid our retail districts (and pollute our park while they're at it). Supposing congestion did become serious: what about alternatives? Buffalo has never tried modern coordinated signals on any of the streets in question.

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	74	WEPI #16	4/10/2014	None (Member of the Community)	Web Site	PLEASE do not slow the speed limit on the 198 to 40 mph or 30 mph! Also, PLEASE do not eliminate 15 on/off ramps! A lot of people in the area use this quick and easy expressway to dodge street traffic and get to work on time. I work downtown and use the 198 every day. The proposed changes would slow down traffic and cause much more unnecessary congestion, aggravation, and accidents. PLEASE consider my plea and those of others that use the 198 to get to work every day!
	75	WEPI #15	4/10/2014	None (Member of the Community)	Web Site	The Scajaquada Expressway should be removed. Why have designs for this necessity not been explored? I have lived, worked, and gone to school in the surrounding neighborhood since I moved to Buffalo in 2007 and I drive on the 198 weekly but I sure would NOT miss it if it were not there. I have plenty of other options to get around the city and there is never so much traffic on the expressway that other streets wouldn't be able to handle it. For the sake of future generations of Buffalonians, I urge you to aggressively pursue the elimination of this eyesore.
	76	WEPI #14	4/10/2014	None (Member of the Community)	Web Site	If it's anything like the roundabouts, it is a very bad idea to fix up the Scajaquada corridor. A bunch of bad ideas.
	77		4/10/2014	None (Member of the Community)	E-mail	After attending the public meeting at Buffalo State College last night, I am most impressed by the work your department has put into this design project. If the plan is implemented with full funding, it will go far in reversing the self-inflicted harm of decades past and toward creating a healthier and more connected city. And yet, I must agree with so many of the comments and challenges from the audience. I believe we can do even better, with a lower speed limit of 30 miles per hour. A crisis of rising expectations may create a real headache for those charged with meeting those expectations, but it is also a tribute to the great and hard work your department has so far completed.
	78	WEPI #13	4/10/2014	None (Member of the Community)	Web Site	I have used the Scajaquada Expressway regularly while living in Buffalo and this structure would not be missed considering its intrusive and obstructive nature in the development of Buffalo. I urge NYDOT to remove the Scajaquada Expressway altogether. The structure is a reminder of poor urban planning and a lack of consideration for the layout of Buffalo's park system. It would be a grave mistake to consider anything else.
	79	WEPI #12	4/10/2014	None (Member of the Community)	Web Site	First, thank you for keeping the public involved on the Rte. 198 plans; it's refreshing to have DOT make that available to us. Second, please strongly consider removing it so that we can reconnect Delaware park and revitalize one of the greatest urban parks in Western NY. The citizens of Buffalo will forever be grateful and it will be remembered as one of the best decisions in our city (i.e. Skyway removal, toll removal, maybe Kensington redo?). We will remain diligent for this cause. Thanks for your time and consideration.
	80	WEPI #11	4/10/2014	None (Member of the Community)	Web Site	Hello. I am considering moving back to Buffalo. The removal of the Scajaquada Expressway from Delaware Park would be one more reason why I would want to return to Buffalo. This is a once in a generation opportunity to restore an Olmsted Park, and it should not be lost.
	81	WEPI #10	4/10/2014	None (Member of the Community)	Web Site	After attending the meeting last night regarding the future of the 198, I was surprised and disappointed at the attitude of some of the presenters when the subject of complete removal was brought up. This expressway is a barrier and a detriment to all the neighborhoods it slices through. Full removal should be on the agenda and should be considered. Since this project uses taxpayer dollars, it should be put forth that a complete removal study and option should be considered. SERIOUS downgrade, more than presented, or complete removal are key.
	82	WEPI #9	4/10/2014	None (Member of the Community)	Web Site	Love that the 198 Scajaquada project is finally going somewhere. I am strongly in favor of reducing the highway to a parkway spanning from Grant St to Parkside. The roadway should be a single lane in each direction with bike lanes and pedestrian access. Reducing the speed to 40 does little to calm traffic through the park. We have to remember, this is a road through a PARK. Let's make a change for the better instead of more of the same. Thank you.
	83		4/10/2014	None (Member of the Community)	Web Site	Restore Agassiz Circle and remove the Parkside traffic light. Drop the speed limit to 40mph and add much more landscaping to make it blend into the park. That is all you need and all the bulk of the community will support.
	84	WEPI #8	4/10/2014	None (Member of the Community)	Web Site	Make this "highway" and true "park" way. The present proposal (40 mph, etc.) still honors the auto over the person. Multiple Traffic Circles, 30mph, at grade crosswalks, etc. will make this corridor much more part of the park and much less a highway ripping through Buffalo's most beautiful park.
	85	WEPI #7	4/10/2014	None (Member of the Community)	Web Site	I believe it was a mistake to put the 198 through the middle of a park. However, the mistake has been made. Thousands of people rely on the 198 every day. To make it into a 30 mile an hour street, where you have to stop at a red light every 150 feet would be a huge mistake. Look at Delaware. It takes 15 minutes to get from the Cemetery to downtown and that is 30 miles an hour. Additionally, this would then cause too much strain on other streets. Please do not get bullied by the biker and the other people who think that 40 miles an hour is to fast. I think the proposal you currently have on the table is a good compromise. I personally, would love to see it stay at 50 mph, however, I understand the desire to create something new. So, I feel your current plan should be acceptable to all.
	86	WEPI #5	4/9/2014	None (Member of the Community)	Web Site	Please do not allow a pedestrian bridge to connect Amherst Street to SUNY Buffalo State. This will only allow for more crime to occur on the campus. It will create direct access to the drug dealers and convicts from the area to prey on vulnerable students. Buffalo State is already ranked in the top 25 Most Dangerous College's in the US. This bridge will help push them towards #1.....

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	87	WEPI #6	4/10/2014	None (Member of the Community)	Web Site	I attended the public meeting on 4/9/2014 and have a question about the Grant Street overpass. Why can't that be made into an at-grade intersection on the 198. This would eliminate 2 on/off ramps and at least 1 traffic light. It seems like any added cost to the project would be more than made up for by the decrease in the amount of infrastructure that would need to be maintained into the future. It would add to the improved environmental impact because of the decrease in pavement. Also, why can't the same thing be done for the Elmwood Avenue overpass? Creating intersections rather than continuing the mistake of having overpasses would be a huge improvement for this park project.
	88		4/11/2014	None (Member of the Community)	E-mail	I write to you as a concerned citizen about renovating the 198. I read about some of DOT's ideas and I think they are moving in the right direction As someone who lives close to Delaware park and loves the Delaware/Elmwood area, I think restoring the park to its original status (without a highway) would be ideal. But I also know problems of vehicular traffic and movement persist. So why not a compromise? Short of building the 198 in an underground tunnel, I think that the most effective and park-friendly solution for everyone would be to reduce the highway to one lane (max 25 mph) and make the other lane a dedicated bicycle lane. This would encourage more biking in the city and build on the great work being done by groups like GOBike Buffalo. I already use my bike frequently to drive to and from Wegmans and the Allentown/Elmwood area. Having more biking options would actually decrease the number of vehicles (including my own) on the road and would encourage more people to frequent local businesses and shops, not to mention the public health benefit we'd get from that cycling. I think such a forward-thinking plan would ultimately strengthen the community and make Buffalo an even better place to live. Please keep in mind the trend toward urbanization in cities is increasing, so more and more younger people are moving back to cities and they want safe, accessible, environmentally-friendly options that promote strong communities. We have to think about the future, so integrating biking with car transportation will become increasingly important as Buffalo grows more dense in urban areas. I think this would be the perfect opportunity to make Buffalo a real destination for a new generation of young people.
	89		4/9/2014	None (Member of the Community)	Written Comment Sheet	I would like to see the 198 completely removed, and that footprint turned into a green corridor linking Delaware Park to the Black Rock Canal/Squaw Island.
	90		4/9/2014	None (Member of the Community)	Written Comment Sheet	I am appreciative of the plans to reduce pavement by 20% and install retention basins in the Scajaquada Corridor; however I would like to see greater emphasis on green infrastructure. Although it may seem early for such considerations, if you engineer the curbs to lead to rain gardens in the preliminary steps, it would simplify any required modifications later on. I would like to know if any consideration is being put into using permeable pavement for all new additions. Will greenery be incorporated into the infrastructure of new pedestrian bridges? What measures will be taken to ensure proper drainage on the pedestrian bridges? (unlike the disaster at Hudson Street) Will there be stoplights at all cross-walks? I also seriously think the speed limit should be 30 mph!!! Thanks.
	91		4/21/2014	SUNY Buffalo State	Mail	#91 - I was very pleased with the information presented at the recent public meeting about the Scajaquada Corridor hosted by Buffalo State earlier this month. We are generally very pleased with the design development and take this opportunity to provide some more detailed feedback. The proposed sidewalk/multi-use trail along the north edge of campus (between route 198 and Iroquois Drive) is a wonderful addition to the plan. We expect it to enhance safety and it also aligns with our goal to provide improved access for pedestrians and cyclists on campus. Clarification as to the position of this trail, especially in relation to the large concrete retaining wall (east of the proposed pedestrian bridge) is necessary. Will this retaining wall be repaired, be rebuilt in a new location or be eliminated entirely? Having more information as to your intent will allow the college to better plan for our eventual re-paving of Iroquois Drive. We remain supportive of the pedestrian bridge which will connect the campus with the Jesse Kregel pathway and the Amherst Street community. We would like to see an entrance to route 198 at the proposed "Elmwood Connector" from Iroquois Drive. An exit from 198 to Iroquois Drive is NOT desired. This entrance to route 198 would help alleviate the congestion we see at both Grant Street and Elmwood Avenue around 4:30 pm. The proposed sidewalk/multi-use trail east of the Elmwood connector is shown routed through a campus storm water retention and treatment basin. This structure or the path will have to be relocated. The college would also like to explore the opportunity to acquire rights to use additional property to allow for planned expansion of storm water detention/treatment structures. The configuration of the proposed sidewalk/multi-use trails near the Campus House needs further review. This is a congested area on campus and it may be possible to simplify the confusing routes currently shown. There has been much discussion regarding reducing the speed limit to be posted on route 198. Buffalo State has no objection to reducing the posted speed limit to 30 mph provided such a reduction does not change the design of the roadway in a substantive way. Should substantive design changes be necessary for the speed limit change, we will comment once they have been presented for our review. If desired, we would be pleased to meet with appropriate D.O.T. or consultant team representatives to discuss our comments in greater detail. Thank you for the continued opportunity to help shape this important project.

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	92		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>#92 - 1. In an ideal world, I would like to see the complete removal of the Scajaquada Expressway between Grant Street and Parkside Avenue. I believe that would allow the main traffic generators on the route to be served (Buffalo State College on the Grant Street end and the Buffalo Zoo and surrounding neighborhoods at Parkside) while allowing no intrusion of an expressway into the park. However, I realize that for various reasons, this is unlikely to happen. Here are my comments on the proposed plan as it stands: 2. All in all, given the constraints, I feel it is a very good plan. I appreciate all of the design team's hard work up to this point and it is clear that you really are listening to community input, which I didn't expect given DOT's reputation. Specific elements of the plan I am especially in support of are: the addition of traffic lights at all the intersections where they are included; the addition of the low walled median with trees in the center; and I especially like the statistic that the highway will have 20% less pavement than it currently does. The pedestrian crossings, including the crosswalks and especially the new pedestrian bridge at Buffalo State College, are much appreciated, as are all the historically-sensitive landscape improvements and lighting. The reuse of old bridges as pedestrian plazas is very cool idea that I really love. I like the roundabout next to Albright-Knox museum because the formality of it's aesthetic works with the museum, but in general roundabouts are bad for pedestrians since the traffic in them never stops, so I support one only there. I'm glad the rest of the interchanges have been changed to traffic lights. My three requests for design changes are a reduction in maximum travel speed to 30 mph (see item #3), and improvement in bicycle connectivity (see item #4), and removal of the slip ramp to the parking area (see item #5) 3. I fully support the introduction of pedestrians into this environment and am very happy to see all of the pedestrian crossings included. These are very important elements of the community's vision to stitch the park back together. Please keep all the pedestrian crossings in the plan. However - when you introduce pedestrians onto what was formerly an expressway, there is the real risk of injuries or deaths. According to multiple studies, increasing the speed of traffic doubles the rate of pedestrian fatalities in incidents from about 40% to 30 miles per hour to more than 80% at 40 miles per hour. Thus, the street needs to be limited to a maximum speed limit of 30 mph, and the speed limit needs to be enforced by the design as much as possible. In addition to all the traffic calming measures already included in the design, I suggest doing that by timing the traffic lights to a traffic speed of 30 mph at all times. Do not "optimize" the lights to actual speeds during rush hour because that would defeat the purpose. Some drivers will speed up to more than 30 mph</p>
Classification	93 PART ONE		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>#93 - Thought: Coming home from the meeting last night about 9pm in front of my house, I noted the intense stream of traffic (eliminating 198) or a good part of this traffic (changing 198 to a Boulevard) heading North on Parkside; what a mess! I must say I am embarrassed by my community's narrow minded selfish comments. This only reinforce my concern that we are about to make a serious mistake in ending the present existing design (think redesigning downtown Main street for autos after their elimination 35 years ago). I know there are changes needed for this road but I do not think we should eliminate the limited access highway set-up. Please reconsider the following: - Reduce speed to 40 MPH to reduce average speed to 44-48. - Change the westbound Delaware Ave. access to exit only. This would allow a more curving exit due to the eliminated entrance mode. An existing entrance to 198 west already exists at Nottingham/Lincoln Parkway. The feed-in is smooth and safe. - Repair the drainage system as should have been continuously done over the years. We will now pay for maintenance with bond funds. - Set up the proper signage and lane controls at the 198/Parkside interchange so we do not have 3 thru-rows of west-moving traffic headed into 2 lanes. The short feed-in lane for traffic from Parkside to west on 198 should be that - a feed in lane only. - Maintain the existing lane width with the present break-down lanes that allow for safe off-lane repairs. Change the center guard rails to the standard concrete barriers now exiting on Route 33. I think they could be extra wide to allow for the installation of the pleasingly designed street lights talked about at the meeting. I am not in favor of the raised planted median which takes away the break-down lanes. This design looks very nice when first installed but winds up catching all the debris from vehicles and surrounding area especially due to its inaccessibility for maintenance. - The Route 198 division into "two Delaware Parks" will continue to exist. The simple answer is to add two or three additional pedestrian/bike overpasses presently beautifully done at Lincoln Parkway. This could be strategically located just east of Delaware Avenue, near Buff State and more west near the Tops Market. - The biggest problem as I see it is the two east-bound Delaware Avenue entrances to the 198. I have personally solved the access bind for entering cars by always staying in the left hand lane when passing through that area. I have to cringe when I see drivers desperately coming into the 198, causing the right lane vehicles to put on their brakes and use 4 letter words I can not hear. Geographically these ramps could be redesigned (see enclosed map) to allow some length of feed-in lanes and change the stop to yield signs.</p>
	93 PART TWO		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>These feed-in lanes along with the reduced speed limit could make this safe enough to allow smooth traffic flow. Would it against traffic rules to add a "BEAR TO LEFT" sign as the 198 east-bound traffic approaches the Delaware Avenue ramps?</p> <p>These changes I have suggested would be in the \$10 to \$15 million range and not the \$80 to \$100 million quoted at the meeting last night. The ideas I have would allow safe, smooth "limited access" travel, in both directions non-stop between the Parkside interchange to the Route 190 Niagara River expressway. Isn't this the design criteria we should plan for? This keeps the volume of traffic pretty much the way it is and not adding to traffic in surrounding side streets (Parkside Avenue is already too busy!). And it does not take away in my mind a beautiful park with all its uses - walking, jogging, bike riding, golfing, small boating, sports and theater.</p> <p>Thank you for allowing this debate and your consideration of my thoughts.</p>
	94		4/23/2014	None (Member of the Community)	E-mail	<p>We have read Alan Bozer's letter to you dated 22 April 2014 regarding the future of the Scajaquada Expressway. We would enthusiastically add our support to his proposals. As our City is emerging into a new era we, the citizens, have a golden opportunity to correct past mistakes. As our new found prosperity develops and more people move downtown the parks, once more, will fulfill their role as an idyllic refuge from our busy lives. Yours sincerely, Victor and Corinne Rice</p>

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	95 PART ONE		4/22/2014	None (Member of the Community)	E-mail	<p>#95 - I am a trustee of the board for the Buffalo Olmsted Parks Conservancy and a concerned Buffalo city resident. This is in response to the request for comments addressing the proposed changes to the Scajaquada Corridor in the above-captioned project, and reiterates comments made by some of my colleagues on the board, and the overall position of the Conservancy. However, of course, I comment as a citizen. As an individual, I am not speaking on behalf of nor do I have the authority to speak on behalf of the Conservancy.</p> <p>I have resided in the City of Buffalo for over 10 years, and always utilized the Olmsted Parks, including Delaware Park. I have watched the evolution of the parks. While Delaware Park is currently in the best condition I have ever seen, the Scajaquada Corridor that cuts it in two remains an unsightly and festering wound. First Choice: The Scajaquada Corridor should be removed from Delaware Park from Agassiz Circle until Grant Street. Completely. It was a fundamental mistake for it to be run through Delaware Park in the first place. Were someone to propose running an expressway through our parks today, public meetings would quickly bring the community's resistance to the surface. Unfortunately, it appears that the public comment process was not in effect when the Scajaquada Expressway was put through. We are living with the consequences of that mistake. The removal of the Scajaquada Corridor from Agassiz Circle to Grant Street will allow us to use Delaware Park as it was originally anticipated, and to the greatest beneficial effect (including enjoyment of the Park, increase property values, reduced crime, etc....). Removing high-velocity vehicles and commercial traffic will reduce noise in the Park considerably. It will also remove the solid barrier that prevents the use of the Park as a whole instead of as two separate parcels. Even if Delaware Avenue was left in its current position (again, Delaware Avenue was not envisioned when the Park was put in, so far as I know), the stone bridge from The Meadow across Delaware Avenue to the Hoyt Lake area would allow unfettered movement between the two parts. And we would not have quantities of gasoline and diesel fumes to breathe as we walk. There would be an opportunity for peaceful contemplation of nature as was intended by Olmsted when he designed this great Park as a refuge from busy city life.</p> <p>Accordingly, my first comment is that the Scajaquada Corridor should be removed completely between Agassiz Circle and Grant Street in order to un-do the mistake of a generation ago and to restore Delaware Park to a unitary whole.</p>
	95 PART TWO		4/22/2014	None (Member of the Community)	E-mail	<p>Second Choice:</p> <p>If complete removal of the parkway is not possible, then traffic calming and traffic reduction should be the goal. The following are my comments on this point as an alternative, albeit less desirous than removing the expressway completely:</p> <ol style="list-style-type: none"> 1. Agassiz Circle should be restored to a true traffic circle, and Humboldt Parkway should be restored as a parkway between Agassiz Circle and the Kensington Expressway (Route 33). I viewed an option at the public meeting on April 9, 2014 that showed a traffic circle at the convergence of Main Street with Kensington Avenue and Humboldt Parkway. That device would calm traffic before it arrived at Agassiz Circle and greatly contribute to a lesser traffic speed, which is not possible at this point with traffic coming off the Kensington Expressway at full speed into the Scajaquada Expressway. 2. No commercial traffic! I remember a time when the Scajaquada Expressway at least did not have 18-wheel trucks and other commercial vehicles. There was a sign that prohibited them. The distraction from these trucks by way of noise is bad enough, but they also spew diesel fumes into the area as well as being unsightly. Mention was made at the April 9 public hearing that the expressway is necessary to move commercial goods -- that suggests that there was no way to move commercial goods before the Scajaquada, which cannot be true. Besides, Buffalo is a well-developed city with many good east-west truck routes to which the commercial traffic can be diverted with minor time loss. 3. All traffic/pedestrian intersections should be at grade. Installation of traffic lights will help. In particular, the rendering that showed a crossing of the expressway at the Point of The Meadow that allows pedestrians, bicycle traffic, etc. to progress from The Meadow down to Hoyt Lake should be installed. Why not a stop sign? 4. Reduction of traffic speed to 25 - 30 MPH. Inasmuch as Delaware Park is a destination and well used, and as pedestrians and bicycles will be crossing the lanes of any street put there, there is every reason to have a reasonably safe speed limit. Higher speeds result in more frequent and serious accidents. The addition of traffic circles will assist in slowing traffic down. 5. Allow parking on the corridor: after 6:00 P.M. in the evenings, and on weekends. This will enhance access to the Park and relieve parking burdens on other nearby roads (e.g. Nottingham Terrace). It will also serve to slow traffic. <p>Thank you for accepting these comments.</p>
	96	WEPI #32	4/18/2014	None (Member of the Community)	Web Site	<p>While the DOT's proposed plan for the Scajaquada Corridor is greatly improved over past plans, it still falls far short. The raised median is unnecessary -- curbs should match those found throughout the Olmsted parkways. Traffic should be slowed to a MAXIMUM of 30 mph. This road has always been a shameful intrusion on our historic Delaware Park -- every effort MUST be made to return as much of the park as possible to its original condition. The objective should NOT be to move traffic at the same rate -- it MUST be to accommodate ALL users of the park, including pedestrians and bicyclists.</p>
	97	WEPI #4	4/2/2014	None (Member of the Community)	Web Site	<p>I will not be able to attend the April 9th meeting. I would like to see Rte. 198 removed in its entirety from Delaware Park. It does not belong there.</p>

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	98		4/23/2014	None (Member of the Community)	E-mail	Regarding the above mentioned project, I for one am totally against it. Living in N. Buffalo, I want to get from point A to point B in the least amount of time. This project is nothing more than Assemblyman Sean Ryan's pandering to special interest for political gain. This proposed plan will place more cars on city streets, creating more congestion and more pollution, since cars will be on the road for longer periods of time. The access we currently have to Delaware Park, Buff State and Albright Knox Art Museum is just fine. I would like to know where these people live that are pushing for this project. I'll bet the majority of them live in the Elmwood Avenue district, south of the Scajaquada #198 expressway and are happy traveling down Elmwood Avenue towards the city of Buffalo to get to where they want to go. These are the same people that seem to speak out against any progress in the city because it doesn't suit their ideas of keeping Buffalo nothing more than a horse and buggy town. Please consider the city residence North of the Scajaquada that need the #198 to get to and from work and other destinations around the Western New York region conveniently, quickly and without frustration.
	99	WEPI #33	4/22/2014	None (Member of the Community)	E-mail	I live in North Buffalo and use the 198 to get various places but I would prefer it was removed entirely and the park and creek restored. There are many other routes I could take rather than the 198 and it would be worth it to have the park fully restored and the creek upgraded from what is currently not much better than a dirty stream to a real water attraction and asset in our neighborhood. At the very least, if complete removal cannot be pursued, the speed limit needs to be brought down to 30 MPH. If it is 40 MPH then people will drive at least 50 MPH and it will not be safe to cross and will not bring the park back together. For either possibility perhaps there could be trial periods where the 198 is closed completely or slowed down to 30 MPH for days or weeks at a time to see how it would work. I believe people would adapt and we would have a much more walkable and livable park and surrounding area. Just because a bad decision to build a highway through a park was made in the past does not mean we need to live with it forever.
	100		4/16/2014	None (Member of the Community)	E-mail	nothing in body of email
	101		4/22/2014	None (Member of the Community)	E-mail	In response to the request for comments addressing the proposed changes to the Scajaquada Corridor in the above-referenced project, I wish to echo the sentiments of my colleague and friend, Alan Bozer, as stated in his email to you below. As a child, I would often visit my grandmother at her home on Humboldt Parkway, just a few doors away from Agassiz Circle. My father, having grown up there in the 1940s and 1950s, recalled the days when the view from the front porch was a pastoral parkway. The Scajaquada (as well as the Kensington, which is a topic for another day) is a mistake for which we have paid dearly over the years. As a City of Buffalo resident for the last 10+ years, Delaware Park is my backyard. I urge you to please use this opportunity to make things right.
	102 PART ONE		4/22/2014	None (Member of the Community)	E-mail	<p>#102 - This is in response to the request for comments addressing the proposed changes to the Scajaquada Corridor in the above-captioned project. I have resided in the City of Buffalo all my life, and always around Delaware Park. I have watched the evolution of the parks. While Delaware Park is currently in the best condition I have ever seen, the Scajaquada Corridor that cuts it in two remains an unsightly and festering wound.</p> <p>First Choice:</p> <p>The Scajaquada Corridor should be removed from Delaware Park from Agassiz Circle until Grant Street. Completely. It was a fundamental mistake for it to be run through Delaware Park in the first place. Were someone to propose running an expressway through our parks today, public meetings would quickly bring the community's resistance to the surface. Unfortunately, it appears that the public comment process was not in effect when the Scajaquada Expressway was put through. We are living with the consequences of that mistake. The removal of the Scajaquada Corridor from Agassiz Circle to Grant Street will allow us to use Delaware Park as it was originally anticipated, and to the greatest beneficial effect.</p> <p>Removing high-velocity vehicles and commercial traffic will reduce noise in the Park considerably. It will also remove the solid barrier that prevents the use of the Park as a whole instead of as two separate parcels. Even if Delaware Avenue was left in its current position (again, Delaware Avenue was not envisioned when the Park was put in, so far as I know), the stone bridge from The Meadow across Delaware Avenue to the Hoyt Lake area would allow unfettered movement between the two parts. And we would not have quantities of gasoline and diesel fumes to breathe as we walk. There would be an opportunity for peaceful contemplation of nature as was intended by Olmsted when he designed this great Park as a refuge from busy city life.</p> <p>Accordingly, my first comment is that the Scajaquada Corridor should be removed completely between Agassiz Circle and Grant Street in order to un-do the mistake of a generation ago and to restore Delaware Park to a unitary whole.</p> <p>Second Choice:</p> <p>If complete removal of the parkway is not possible, then traffic calming and traffic reduction should be the goal. The following are my comments on this point as an alternative, albeit less desirous than removing the expressway completely:</p>

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	102 PART TWO		4/22/2014	None (Member of the Community)	E-mail	<p>1. Agassiz Circle should be restored to a true traffic circle, and Humboldt Parkway should be restored as a parkway between Agassiz Circle and the Kensington Expressway (Route 33). I viewed an option at the public meeting on April 9, 2014 that showed a traffic circle at the convergence of Main Street with Kensington Avenue and Humboldt Parkway. That device would calm traffic before it arrived at Agassiz Circle and greatly contribute to a lesser traffic speed, which is not possible at this point with traffic coming off the Kensington Expressway at full speed into the Scajaquada Expressway.</p> <p>2. No commercial traffic! I remember a time when the Scajaquada Expressway at least did not have 18-wheel trucks and other commercial vehicles. There was a sign that prohibited them. The distraction from these trucks by way of noise is bad enough, but they also spew diesel fumes into the area as well as being unsightly. Mention was made at the April 9 public hearing that the expressway is necessary to move commercial goods – that suggests that there was no way to move commercial goods before the Scajaquada, which cannot be true. Besides, Buffalo is a well-developed city with many good east-west truck routes to which the commercial traffic can be diverted with minor time loss.</p> <p>3. All traffic/pedestrian intersections should be at grade. Installation of traffic lights will help. In particular, the rendering that showed a crossing of the expressway at the Point of The Meadow that allows pedestrians, bicycle traffic, etc. to progress from The Meadow down to Hoyt Lake should be installed. Why not a stop sign?</p> <p>4. Reduction of traffic speed to 25 - 30 MPH. Inasmuch as Delaware Park is a destination and well used, and as pedestrians and bicycles will be crossing the lanes of any street put there, there is every reason to have a reasonably safe speed limit. Higher speeds result in more frequent and serious accidents. The addition of traffic circles will assist in slowing traffic down.</p> <p>5. Allow parking on the corridor: after 6:00 P.M. in the evenings, and on weekends. This will enhance access to the Park and relieve parking burdens on other nearby roads (e.g. Nottingham Terrace). It will also serve to slow traffic.</p> <p>Thank you for these comments. I will be happy to comment further if invited to do so.</p>
	103	WEPI #31	4/16/2014	None (Member of the Community)	E-mail	As a former WNY resident I am glad to see the DOT taking a serious look at this project. I think the project idea is sound and should be pursued as currently outlined. I know many favor getting rid of The Scajaquada totally or making it two lanes but the reality is that's impossible. Slow down traffic, make it look park like, and make it safe for bicycles and peds and you'll have pulled off a miracle. Kudos to the DOT on this one. Don't give in to the parkies or the self serving politicians, the current plan makes sense.
	104		5/6/2014	None (Member of the Community)	E-mail	When thinking about bicycle facilities it is more than just the mode type and should include a focus on the different type of users. Here is some good information: http://www.portlandoregon.gov/transportation/article/158497 . In my opinion, the facilities currently planned cater to those interested but concerned - kids, families and recreational riders. This mix becomes difficult when you also add pedestrians, and dogs, and skateboards, etc. all along the same facility. When this is done the commuter cyclist will avoid that route out of safety concerns and will prefer to ride in the roadway. With a 30mph street option including bicycle lanes, this then becomes a safe, quick commuter route for bicyclists.
	105		5/8/2014	None (Member of the Community)	E-mail	Hi Darell, I am very excited to hear that changes to the Scajaquada are in the works. I currently bike through Delaware park daily and believe the proposed plan would be very beneficial to bikers and pedestrians. Below are a few thoughts I have about the plan: Although the Scajaquada pedestrian overpass allows me to cross over the busy highway, it is an eyesore and only aides in dividing the park. The Delaware/Nottingham exit/entrance ramp is dangerous for bikers, joggers, and pedestrians. Often, cars do not stop fully at the stop sign if the light is green at Nottingham and Delaware. Eliminating this ramp or reducing the speed limit for those coming off the expressway would make it much safer. Ideally, I think removing the expressway completely would make transportation much safer for bikers and pedestrians. However I think this plan is an awesome step! Please feel free to contact me with any comments or questions.
	106		5/8/2014	None (Member of the Community)	E-mail	Please be a voice for option 3b to calm this mess of a "highway" the modern roundabouts with a 30-35 mph speed limit is the best option.
	107	WEPI #42	5/8/2014	None (Member of the Community)	Web Site	Dreadful and dangerous highway. It's impossible to cross on foot or that horrific bridge that cuts the neighborhood off. Slow it down, bring on bike paths, and make it someplace safe that everyone can use.
	108	WEPI #38	5/8/2014	None (Member of the Community)	Web Site	The best option for the 198 project is 3 b. the modern roundabouts with a 30-35 mph speed limit. This current highway has fractured neighborhoods and created dangerous traffic and pedestrian situations for the sake of 3-4 min shorter commute. Undo this mess!
	109	WEPI #30	4/14/2014	None (Member of the Community)	Web Site	I am writing to express my support of Sean Ryan's Scajaquada expressway plans. I want to change the Scajaquada to a parkway with bike lanes, crosswalks, traffic control, low speeds (30 mph). We need to reclaim the park. Thank you for you time with this.
	110	WEPI #26	4/11/2014	None (Member of the Community)	Web Site	As a lifetime resident of Buffalo there is nothing more detestable than the throughways which have reduced my quality of life. As for the 198, I would like to see the speed limit posted at 25 mph, Lincoln parkway reconnected, street level pedestrian crossings, and bike lanes.
	111	WEPI #41	5/8/2014	None (Member of the Community)	Web Site	I would like to see the section of the 198 that goes thru Delaware park to be reduced speed, stop signs or lights at the exit/entrance ramps and trees added to median and sides of the road
	112	WEPI #36	5/7/2014	None (Member of the Community)	Web Site	Living in the neighborhood I am an advocate for the 30MPH speed limit!

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	113	WEPI #29	4/14/2014	None (Member of the Community)	Web Site	I was unable to attend the public meeting held on April 9th, 2014, but I thought it was important to express my opinion regarding the Scajaquada Corridor (RTE 198) Project. Ideally, I would like to see this highway returned to a 30MPH parkway with bike lanes, additional cross-walks and use of traffic circles for entry and exit ramps. The vast majority of people that use RTE 198 do not travel the entire distance of the corridor, which indicates that they are simply accessing local areas adjacent to the expressway. A reduced speed limit will not necessarily cause congestion as commuters can use alternative routes to get to their destination or simply add 1 or two minutes to their travel time with a 30MPH speed limit. I urge you to consider a revised proposal that provides a more pedestrian and park friendly alternative than the DOT's proposal of simply adding trees, light posts and calling the expressway a boulevard. Thank you for your consideration.
	114	WEPI #25	4/11/2014	None (Member of the Community)	Web Site	I strongly support complete removal of New York State Route 198, the Scajaquada Expressway, from Route 190 to Route 33. Prior to the construction of the Scajaquada Expressway in the 1960s, the city of Buffalo's population was close to 600,000 and Erie County's population was close to 1.1 million people; without the expressway, people still got where they needed to go without much difficulty. The lack of an expressway did not hinder the growth of the city. How then is the continuing existence of this expressway justified, when the city has shrunk by more than half, to less than 300,000, and Erie County's population has shrank as well, to slightly more than 900,000? Yes, many people use the Scajaquada Expressway - I'm one of them, and I use it frequently. But I will gladly accept a slightly longer travel time if it means that the crown jewel of our park system will be restored. And if the Scajaquada Expressway is removed, much of its current traffic will instead travel via regular city streets, which is great! This would be a great boost to local businesses along such streets. The greatest benefit, of course, of a complete removal of the Scajaquada Expressway would be a renewal of Delaware Park, which has been scarred so badly by the expressway's existence. Removing this expressway would go a tremendous way toward improving the aesthetic of the city's cultural district including the Albright-Knox, Burchfield-Penney, History Museum, Richardson Complex, Buffalo Zoo, and Darwin Martin House. All of these institutions would be strengthened by a common bond shared across a reinvigorated Delaware Park. Buffalo has suffered greatly due to bad designs from the past. Not all of those mistakes can be fixed, but fortunately this one can. Please remove the Scajaquada Expressway in its entirety so Delaware Park may be restored.
	115	WEPI #40	5/8/2014	None (Member of the Community)	Web Site	re Rte. 198, Scajaquada Parkway - I support reducing auto speed, adding more pedestrian and bicycle lanes and crossings, reconnecting both sides of the Park, and carrying these improvements onto the adjacent streets and walkways, from Main Street to Niagara Street.
	116	WEPI #35	4/24/2014	None (Member of the Community)	Web Site	Although it may have been a mistake to route the expressway through the park, it has become such an important road that removing it or limiting speed and traffic on it would be a disaster. Certainly it could be spruced up, especially in the area nearest the park, and I would suggest as a model Lakeshore Drive in Chicago. There a high-volume road similar to Scajaquada runs through Lincoln park and other park land for miles. It is very attractively landscaped, and underground pedestrian passageways give access to the park and the bordering residential areas to runners, walkers, cyclists, bathers and boaters. Chicago has the solution we need to integrate necessary auto traffic with the needs of citizens using the park. And they show it can be done in an aesthetically and environmentally pleasing manner.
	117	WEPI #28	4/13/2014	None (Member of the Community)	Web Site	In November 2009 I attended a meeting for the Scajaquada roadway project at St. Mary's School for the Deaf. I believe at the time, the project was in the process of an environmental review. I was surprised when I found out that the alternatives being considered (as is required by NEPA) were essentially variations of one alternative - making traffic improvements to potentially mitigate operational issues related to the roadway. To add to my surprise, the NYSDOT simply refused to consider what the majority of the room was requesting - alternatives that changed the entire character of the roadway. Last week (April 9, 2014), I attended a meeting of the same topic and to my shock, I was seeing essentially the same project but with labels and terms such as ?pedestrian refuge? and ?boulevard?. The whole presentation was an attempt, in my opinion, to placate the people attending and once again avoid what the public is asking for. It is clear to me that what the public is asking for is a project with a larger scope and set of goals. The public wants the DOT to consider a set of alternatives that would change the designation of the roadway from Primary Arterial to a designation that allows for a road that is more consistent with the character and history of the park and surrounding neighborhoods. I hope the DOT can muster the courage to look past their models and assumptions and change the context of the project to include a broader set of alternatives and options. Until this happens these public meetings will continue to be a farce and an insult to those attending.
	118	WEPI #24	4/11/2014	None (Member of the Community)	Web Site	I prefer Alternative 3A or 3B. Roundabouts will keep the traffic flowing and are better in terms of emissions. I also would like to see a roundabout ... in addition to Main Street/198 ...also at Parkside and 198. I also hope there will be a pedestrian bridge between the Buffalo State college dorms to the area of Amherst Street near Wegmans... not near Grant Street where people can already cross (or you could install two pedestrian bridges). This would be very good for the campus and for the neighborhood. One thing that would be good would be to also consider the intersection of Amherst Street and Grant (and on to Military and Grant). If you could make a Left Turn going north onto Austin it would make a good alternative to the final leg of the 198 to the 190. If traffic is to be slowed through the park we need to prevent resultant congestion on the nearby streets. Same goes for the intersection of Amherst Street and Elmwood Avenue. You should put a pretty roundabout there. Thanks!!!

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	119	WEPI #39	5/8/2014	None (Member of the Community)	Web Site	As a resident of area around RT198 corridor and user of park system on BOTH sides of RT 198 I ask that when the DOT considers changes to this area that EVERY attempt is made to allow greater access from one side of Delaware Park to the other as originally intended. I am not asking for removal of street, but that any calming effort be made whether slower speed, narrowed lanes, pedestrian crosswalks, etc. Please make this a quieter Blvd. versus high speed parkway
	120	WEPI #34	4/23/2014	None (Member of the Community)	Web Site	As residents who are directly impacted by this project, we offer our recommendations for consideration: 1. Decrease speed limit to 30 mph 2. Transform expressway into a single lane both directions 3. Be mindful of the problem already present with the entry ramp at the corner of Lincoln Parkway and Nottingham Terrace. Many drivers already go through the stop sign without stopping, thus, endangering residents who cross the street at this intersection as well as people accessing the park spaces north of the expressway. The straight shot onto the expressway from Lincoln Parkway is especially problematic. Once the exit is closed at Delaware Avenue, this problem is only going to increase, as there will be even more traffic entering the expressway here. We are also daily users of the expressway (e.g., to get to work) and have to budget our time; however, we feel that the adjustments we would have to make are small compared to the benefits we would enjoy as a city.
	121	WEPI #27	4/13/2014	None (Member of the Community)	Web Site	After driving down the 198 the other day and noticing how little of the expressway borders Delaware park and having taken this road many times as a student at Buffalo State years ago, I would like to voice my opposition to the changes being proposed. My drive down the 198 passed by a cemetery, part of Delaware Park, Buffalo state college, Scajaquada Creek and business/industry. As a student of Buffalo State college from 1990-1992 I dreaded this drive and was so glad to be done with it when graduating after 2 years. I can't imagine with the opening of the Buffalo Medical Campus in the years to come and the nearly 20,000 people that will have to commute downtown daily, how we would take away an expressway that will help some of us get to/from work and others to find alternatives ways to get home when traffic accidents and weather close off the 33 and 190. Some of us would have Delaware and Main streets to get to the 198 and thereby find a faster way to get to/from work. Without it, we will be stuck in the city with numerous, non-coordinated traffic lights through questionable neighborhoods and longer commutes. We already have one bridge to allow pedestrians and bicyclists to cross the 198 and I'm sure several more could be built to allow unfettered access to these two parts of the park without jeopardizing their health and safety and slowing down traffic even more. A recent news bite said it best a few days ago that Frank Olmstead would not have designed the park today knowing the type of community Buffalo has become versus the way it was during his time. Likewise, he would have taken into account today's transportation needs to move people to and from the places they needed to go without making their commute more difficult. Mike
	122		5/20/2014	None (Member of the Community)	E-mail	#122 - Mrs. Surdej, This is regarding PIN 547022. With all of the recent "re-attention" given to this project and the dramatized aftermath of the April 9th open meeting, I would like to reiterate my opposition and concerns from December 2009, updated and/or detailed below. My suggestions for other improvements still stand. I am a commuting homeowner of the Parkside area. Mr. Ryan, You need to take into account ALL stakeholders for this area. Dramatic sound bites in front of a noisy expressway only show how you are politicizing this issue for a vocal minority, jumping on board the latest wave of anti-car initiatives. How will your vocal minority like more air pollution and more inherent danger (the results of more stop and go cross-traffic)? Go ahead, keep punishing commuters while installing no regional/mass-transit alternatives or upgrades. We'll just take our money and property taxes to the suburbs. Given that my tax money pays your salary, I demand that you take some time and rationally take in and read ALL of the points and concerns which I detail below. SAFETY: How is introducing drivers on the corridor to more cross-traffic safer? Currently, they are only exposed to cross-traffic at Parkside Drive. You can be creating 4 or 5 more heavily trafficked and dangerous intersections where pedestrians and bicyclists on Elmwood, Delaware, Grant, Main, and/or Niagara would now have to cross another major street (the 198). How is this safer for them? Currently, they safely travel below or over the 198. These same 5 future intersections will increase traffic congestion and introduce even more cross traffic throughout North Buffalo's already busy thoroughfares, namely Main Street, Delaware Avenue, Elmwood Avenue, Grant Street, and Niagara Street. Even if any signals along the 198 are timed well, does the NYSDOT have authority to make sure all of these new cross streets would be timed well? Buffalo and NYS are abysmal at light timing. How does this improve the area? Furthermore, the 198 is a major corridor for emergency vehicle passage, able to bypass cross-traffic in intersections. The impact of delayed response times and increased transit risk for emergency vehicles must be accounted for. How will this be safer? Will this affect my homeowners insurance? Overall, how does more cross-traffic (where there currently is none) make the corridor safer for anyone? Whether you are talking about motorists, pedestrians, emergency vehicles or bicyclists, all trying to navigate through and across the corridor, you will have increased risks for accidents.
	123		9/5/2014	None (Member of the Community)	Web Site	Hello, I am writing in regards to the route 198 downgrade project that is currently in development. I have found that as of April 15, 2014 the project is being re-examined to introduce a lower speed limit. Would you mind giving me an overview of the status of this project? I have not been able to find any updates online as of April 14.
	124		11/2/2014	None (Member of the Community)	Web Site	The expressway should be left as is. The volume of traffic merits an uncumbered route, as there are already significant choke points at peak times. If more people do come to the area, the situation will only worsen. Additionally, other east/west route will be over run as people seek to avoid the "improved" roadway. Perhaps the expressway is so busy because it is the quickest and simplest way across town and that's what people ultimately want. DOT dollars are needed more for other projects.

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	125 PART ONE		4/24/2014	None (Member of the Community)	Written Comment Sheet	<p>#125 - Thank you for the opportunity to comment on the NYSDOT proposed Scajaquada project. I presently live in the Elmwood area of Buffalo. The purpose of the Scajaquada corridor project should be to eliminate the Scajaquada as an Expressway and to make Delaware Park one seamless park.</p> <p>Specifically:</p> <ol style="list-style-type: none"> 1. Reconfigure the bizarre interchange at #190, Tonawanda St., and Niagara St. Make Niagara Street the main north-south connector for truck traffic. Improve Amherst Street as a connector to Grant Street. 2. Scajaquada from #190 Interchange to Elmwood Ave becomes a Boulevard, with exit and entrances at Grant Street and Elmwood Ave at the History Museum, comprised of two lanes of vehicular traffic in each direction with a green median, and speeds would be 40 mi/hr. There would be a traffic signal at the Elmwood exit. (I lived for many years in the Willowridge section of Amherst. Willow ridge Drive was my exit onto Niagara Falls Blvd - the same place where 2 women were killed crossing this year. A view years ago the car my friend was driving was hit exiting Ted's just 2 blocks north on NFB and I remember when 2 young people were killed walking on NFB over the Ellicott Creek Bridge. Every time I crossed the Willow ridge intersection I was terrified, waiting until all the traffic stopped and racing across before the light changed. Walking along the sidewalk on NFB was almost as bad, always feeling unnoticed and unsafe as cars raced by. Being next to a traffic lane one realized just how fast 45 miles per hour is.) 3. Scajaquada from Elmwood Ave to Parkside becomes a Parkway with a single lane for vehicles and a bikeway in either direction, separated by a green median. Speeds would be reduced to 30 miles per hour. There would be ample walkways on either side for pedestrians. Speed calming elements would be included. The existing Delaware Ave exits and entrances would be eliminated. A new entry and exit from Delaware Ave further to the east would be controlled by a traffic signal. There would be a connection to the Meadow Circle road. 4. Scajaquada to Min Street exit and to downtown and the Kensington would be reconfigured. 5. A "gateway" of some significance should be installed at west and east entrances, so that all travelers would be aware of entering Delaware Park (it is a historical park and not an expressway) and the traffic changes to be expected.
	125 PART TWO		4/24/2014	None (Member of the Community)	Written Comment Sheet	<p>My comments on the NYSDOT proposed alternate:</p> <ol style="list-style-type: none"> 1. I object to the planned 3.3. mile Scajaquada Boulevard from #190 to Main Street. Having worked in Buffalo for over thirty years, I tried to plan my work schedule to and from work to avoid heavy traffic times. After this public meeting, I followed Mr. Tyan's suggestion and not taken the Scajaquada in my travels east and west. Instead I used Delevan Ave over to Main Street. I have taken Amherst Street and Hertel Ave. All of these are acceptable roadways. However, there are also residential areas in some portions. I do not think it is right to improve one area while making life unpleasant for neighbors elsewhere. Therefore, the Scajaquada project must include other improvements to other routes. (I am amazed at the size of trucks traveling down Elmwood Ave taking the entire street and I question the laws that allow such massive vehicles.) 2. I have examined the proposed changes around the Elmwood Ave/ Albright Knox/ Lincoln Parkway area, with a traffic circle and a "terrace" and cannot quite put it together as to traffic pattern or purpose. It seems to me to be a hodge-podge of unrelated, unnecessary elements. Simplify. Eliminate pavement and expand the green space. 3. NYSDOT future pictures shown on the screen and in the brochure are deceptive. Camera angles distort the future images and make them appear less intrusive. The accompanying narrative was hard to follow. Previous pavements, proper water treatment facilities and creek improvements are essential additions. Appropriate plantings and raised structures work well to calm traffic. Meandering pathways and historic traffic lights are embellishments. These may be requirements or enhancements only, but they do not render the "boulevard" concept acceptable. <p>I thank you for holding these public meetings. I hope NYSDOT will respond to the public's desire for restoring Delaware Park to its distinctive place Buffalo's history. It is a vision much grander than "moving traffic efficiently" from west to east across the city.</p>

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	126		4/24/2014	Parkside Community Assn.	Written Comment Sheet	<p>#126 - I support the following aspects of the project: wide grass median with trees/lights and short remaining wall, water treatment features (if kept free from debris), additional pedestrian and bicycle paths, signalized intersections (both access to NYS Route 198 for vehicles and crossings for all others), and a new pedestrian bridge.</p> <p>I believe that Delaware Park should not be split by a 40mph thoroughfare. I support a 30 mph design. Niagara Falls Boulevard from Kenmore to Sheridan visually appears to be a high mph route but, in my experience, supports the 35mph speed limit. I know that roadway design can and does dictate vehicular speeds and expect that you can further amend the proposal to that end. This limited access road is a monumental safety hazard and menace for all, detracts greatly from the park setting, and contributes noxious fumes and noise pollution.</p> <p>The modifications to NYS Route 198 should include the complete street model; pedestrians and both commuting and recreational bicyclists deserve safe and well-lit routes. Some commercial traffic limitations should be included, particularly for wide loads and heavier vehicles such as those trailing construction equipment. This route should become a bus route with stops at the intersections, thus enabling access for students, shoppers, tourists, and workers.</p> <p>I am soundly against adding a new ramp from the NYS Route 198 West into Delaware Park. This ramp is an open invitation for these trying to avoid traffic. The Ring Road was neither designed nor built for heavier traffic and will deteriorate rapidly. I shudder to think of the mayhem resulting from speeding traffic vying with the myriad park users and know that injuries and fatalities will result. This additional traffic would brutalize the park experience and detract from the entire historic neighborhood.</p> <p>This redesign must also address the Parkside/Scajaquada Intersection. I recommend that the new design actively discourage vehicular speeding onto Parkside, provide greater safety for pedestrians crossing in all directions, and eliminate the NYS Route 198 West slip ramp onto Parkside. Please do not put a circle at that intersection, as neither pedestrians nor bicycles would ever be able to cross safely except at 3 am.</p> <p>One of the best ways I have seen to enhance this project and address traffic conditions is the redesign of the Main Street/Humboldt Parkway intersection. One of the designs illustrated prior to the public meeting showed what I think would be a viable project to address this intersection; it showed the off ramp from the NYS Route 198 East as offset further south to align almost directly with Humboldt. I understand that there are issues with the subway infrastructure and</p>
	127		4/14/2014	None (Member of the Community)	Written Comment Sheet	<p>#127 - I attended the April 8th public meeting and presentation at Buffalo State College on the proposed redesign of the Scajaquada Expressway Corridor, have read through the "Proposed Alternative..." drawings and documents, and will comment on the redesign.</p> <p>The proposed designs are a step in the right direction but the vision and resulting plan is flawed and misses an opportunity to make major changes to improve our community. Rather than make a high-speed expressway through our largest park look more attractive, function a bit more smoothly for traffic, and put in some tweaks so pedestrians can navigate around it, this is a great once-in-a-century (half century?) opportunity to restore significant quality of life to this PARK area. Here is a general scope or vision of what ought to be done.</p> <ol style="list-style-type: none"> 1. Change this from an expressway/highway going through Delaware Park to a scenic drive through the park (whatever you call it). Do this at least from Main Street (or possible the intersection at Parkside) through the park until at least Grant Street, or possibly further on where the Scajaquada joins I-190. 2. Reduce the speed limit to 20 or 30 mph MAXIMUM. Reducing speed from 50 to 40 does not get the speed down to city speed: 30 mph. Furthermore, this highway from at least Parkside until Elmwood (or Grant) does not go through a typical city neighborhood, but through a park and scenic area, past major museums. Ideally, the speed limit ought to be less than elsewhere in the city. 3. Reduce the number of lanes from 4 to 2-3 and use the space saved for greenery, walking and/or biking lanes, or possible turning lanes at intersections. 4. Add traffic circles similar to those near Kleinhans, Richmond/West Ferry Circle, Colonial Circle, etc., and/or turning lanes at intersections. 5. Instead of pedestrian bridges, put crosswalks along the road at ground level, and convert the circular/bridge crossing near Lincoln Parkway to ground level crossing. <p>You could install a high-speed expressway at any area of the city and once it was there argue that people need it. In fact, there are many timely ways to reach homes in and around Delaware Park through existing city streets. And a street through a park is no place to run a truck route. Trucks can get into and around Buffalo to industrial and other areas of the city using the I-90, I-190 and I-290, and feeder roads like Military Road, Vulcan, etc.</p> <p>If the designers are following a retain-the-expressway concept mandate, please tell me and others whom we need to contact to seek a change in the mandate; otherwise, please, please use this opportunity to redesign this part of the Scajaquada as a city park street to, - Improve</p>
	128		4/17/2014	None (Member of the Community)	Written Comment Sheet	<p>#128- There are many good features o this plan. However, there needs to be major changes to the Parkside to 198 corner: 1. Meadville College entrance is fine. 2. 198 towards Main St. is fine. 3. The opposite side of the intersection are the problems.</p> <p>All traffic at that intersection should be required to enter through the red light. (much safer for pedestrian traffic) The third lane from the 33 should be a turn only lane off the 198 to Parkside. The Parkside to 198 towards Delaware intersection should not have a merge lane. This is the biggest problem with the existing intersection. The 198 should be two lanes on this side from Parkside. The new park exit should not allow any mergers out to the 198. (map photo included)</p>

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	129		4/25/2014	Niemiec Builders	Written Comment Sheet	<p>#129 - 1. We at Niemiec Builders Supply and the Grant Amherst Business Association love Scajaquada Creek. Obviously not in it's current condition but it will be improved in the future so let's all plan on it. There is great recreational potential and this should be recognized in the scope of this project. Kayak, canoe, paddle boats, row boats, sightseeing tours etc....we need access ramps to launch. It would be a mistake not to take this into consideration with the rebuilding of Rte. 198.</p> <p>2. A good thought heading Orth on Grant St. Over Bridge there needs to be a change. Currently the left lane is only to get on Rte. 198 East and the right lane goes north over the bridge. This causes huge backups on Grant Street. There is no reason that both lanes going north should be able to go straight over the bridge with also doing a left turn on Rte. 198 East if desired.</p> <p>3. Current draft has way too many signals. I personally feel that is a huge mistake. This will surely cause more traffic jams and backups. More than likely these backups will end up on Niagara St, Grant St., Elmwood Ave, etc....obviously not helping anything. Lowering the speed will be the cure.</p> <p>4. I do like the way the concrete median looks (like Erie Canal Theme) However at any speed that will rip a car or truck apart and create a major expense to fix it. There should be pull off areas for broken down vehicles.</p> <p>5. Can the road be installed crested or banked to alleviate the drainage problems that currently exist. Right now in wet weather Rte. 198 is very hazardous because of standing water.</p> <p>6. In the current draft the turns I see are way to tight. You should take in full size tractor trailers and consider softening the radius. Would be ice to see much wider bike paths. Possibly a tunnel (Delaware Park area) covered with a berm to give people the complete walking experience from one side to the other.</p> <p>7. To date no one has contacted us at Niemiec Builders Supply. A community minded business helping the neighborhood for 62 years. I personally have been to all meetings dating back to the start of this idea. We are very disappointed seeing the possibility of our driveway being altered drastically without even approaching us. Not very professional at all. We are extremely concerned with our driveway entrance. Also please spell our name correctly.</p> <p>8. Signal pole on my corner is constantly getting hit. It needs to be relocated so this dangerous situation can be corrected. Just come and look at the big box on pole. One time I remember the box getting knocked almost right off.</p>
	130		4/25/2014	None (Member of the Community)	Written Comment Sheet	<p>#129 - part of Niemiec Notes) - As an avid cyclist, I like the proposed multi-use paths. This seems like a safe and sensible way to allow both pedestrian and cyclist access to this area. One item I do not see addressed is actual access to the creek. With the increase of popularity of canoeing and kayaking in this region. I believe it would be a mistake not to include a boat launch or some form of safe access to the water.</p>
	131 PART ONE		4/27/2014	None (Member of the Community)	Mail	<p>#131 - Please restore our Olmsted park. No compromise with smaller roadway. Give us this back: (picture attached) and please meet with former Milwaukee Mayor John Norquist when he is in Buffalo for the Congress for New Urbanism in Buffalo, June 2 to June 8. June 5 at 3:45 to 5:00 PM Norquist will be speaking about "Strategies for Achieving Freeway Removal". The Mayor of Syracuse, Stephanie Miner, will be a presenter 0 of course you know about the effort to rid Syracuse of the destructive highways through their downtown. I am hard pressed to think of anything more contrary to the goals of ANY park than speed, noise, and pollution. Especially our national Historic Landmark Olmsted Parks.</p> <p>I don't blame the DOT for not understanding fifty years ago how detrimental highways would be to cities. But now there is no excuse. Many cities have demolished highways and there are no negative results, only positive outcomes. I remember the dire predictions for New York City if an interstate wasn't constructed on Manhattan's west side. No interstate was built, Manhattan has prospered.</p> <p>The rush to build highways in cities, beginning in the 1950s, has only served to ruin the value of our cities - Buffalo included. The Congress for New urbanism (CNU), The Preservation Institute, and others have written extensively about this issue. The DOT must look beyond vehicle counts and speed; you must read about how to improve our LAND. The DOT must not simply prioritize the convenience in automobile and truck travel. City residents LVIE here. Our land is not here only for the benefit of people who only want to drive fast.</p> <p>We saw how the DOT, against the wishes of almost every interested group, built a new Route 5 along Buffalo's outer harbor for the convenience of residents in Hamburg and Evans. The alternative parkway would have taken 80 fewer acres from the people of Buffalo that would have been available for development (more property taxes) and recreation. But the DOT decided to build in Buffalo for the convenience of out of town commuters. Please consider the unfairness of that act. Buffalo land for the convenience of suburbanites.</p> <p>How about a 4 lane divided highway through Hamburg along Route 5? There are more than a dozen stop lights along that route between Evans and Buffalo. So what that land would have to be taken from Hamburg businesses and residents? These commuters can travel 40 MPH and stop at several traffic signals on their commute while in Hamburg but couldn't travel 40 MPH (or better yet 30 MPH) with a few stoplights along Buffalo's outer harbor? WHY? Please give me just ONE reason why?</p>

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	131 PART TWO		4/27/2014	None (Member of the Community)	Mail	<p>"Because they don't want to" is not an acceptable reason. "Getting to work faster" is not an acceptable reason.</p> <p>I know you think "faster" = "better". It is not. Faster vehicles KILL more people than slower vehicles - it does not matter how wide the lanes and shoulders, how strong the guard rails, how bright the lights. "Faster" = "deadlier". You know this is true.</p> <p>Sure, there are Buffalo residents who like the convenience of getting to the airport in 20 minutes. I enjoy that too. But how many times a year does that matter to me? YOU are the DOT - tell me how many times a year the average Buffalo resident drives to the airport. Now tell me how much priority should be given to that argument. Would here be anything lower on the scale of priorities?</p> <p>I understand a lumber yard on Grant Street can't imagine their business without a fast, wide Scajaquada. But Kenmore Lumber and Frontier Lumber (Elmwood Avenue in Kenmore and north Buffalo) had fine lumber yards without nearby access to a highway. Until Home Depot opened - also not near a highway. They didn't go out o business because they weren't near a highway - they went out of business because a national chain big box store opened nearby. It is easy to forget that when Buffalo had it's peak population there were no highways. Sure, there are more cars now - because more roads, more parking lots, and less density, brings about more cars and more roads and less density. And greater infrastructure costs that we cannot afford.</p> <p>Now you will want to frighten me by telling me that suburbanites will stop coming into Buffalo to work and shop. I'm not concerned. Buffalo has so much to offer than any other place in the region. The trend of people wanting what is in the suburbs (formerly cheap farmland and dead mall shopping) is becoming less and less attractive. Read about the trends. The trend of more people wanting more automobiles has reversed. Your highways are not worth upgrading. Downgrading highways, especially highways in cities, will be the future. Let's get to that future before it is too late. (map photo inserted here).</p>
	132		5/23/2014	None (Member of the Community)	Written Comment Sheet	<p>#132 - The proposals for traffic improvement at Main/Humboldt/Kensington is a bit of an overkill. The easier way to handle the problem is to remove the Kensington extension to Main St. Route the southbound traffic from Kensington to Humboldt Pkwy and make the Northbound traffic enter from Humboldt Pkwy (E) and turn the bridge over the 198 into a one way no turn only. Lights can be timed to make the traffic going to the 33/198 interchange from Sisters Hospital to make the traffic flow smoother than it does today. If you need to spend the extra money, cover the triangular hole between the main & Kensington bridges and add a plaza or signature sculpture to welcome drivers to the Scajaquada Parkway.</p>
	133		4/9/2014	Olmsted Member	Written Comment Sheet	<p>We really enjoyed the presentation at Buff State. It was very informative and well done. Our feeling is that the Scajaquada Expressway was a colossal mistake in the first place, and therefore should be removed. Short of that, your plan is pretty nice and the speed limit should be 35 (30?) mph just like the rest of the city. The mess at Parkside and Medaille is outstanding. Cars heading west, if not familiar with the situation get stuck on the extreme right with no way forward! The exit onto Delaware Avenue is also a disaster - an accident waiting to happen. There are numerous east - west cross streets available for Trucks, etc. - Hertel, Amherst, Delavan, Ferry and Utica to name a few. Let's put our beautiful historic park back together again. Sincerely yours, Alison C. Johansson and Jean J. Johansson</p>
	134		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>I enjoyed the presentation. I understand many in the audience want the whole 198 ripped out. However, I understand the position of the DOT and the competing stakeholders. My feeling is this - if the project moves forwards as scheduled, it is critical that the Grassy Median be maintained! If not - it will look overgrown or dry and burnt - if you go through with more natural elements they must be taken care of!</p>
	135		4/23/2014	Parkside Community Assoc, President	Mail	<p>At the Parkside Community Association (PCA) Board of Directors meeting on April 15th, we discussed the rising number of calls by the community for the complete removal of the Scajaquada Expressway. While the PCA is not taking a position on this, we do believe this alternative should be added to the study's alternatives so that the public could weigh the impact such a removal would have on our city streets and the east/west routes. We are encouraged by the recent announcement that the DOT will be studying a 30 mph option and the potential of converting a section of the roadway into a city street. These additional studies, along with studying the complete removal of the Scajaquada, will go a long way towards building community consensus. We ask that you carefully consider this request. Thank you. Monica Cichon, President</p>
	136		4/9/2014	Martin House Restoration Corporation	Written Comment Sheet	<p>1) Signage for Cultural/Tourism Attractions must be considered. (For years, we've tried to get signs to the Martin House, to No avail.) 2) speed Limit should be 30 mph / same as every other road in the city. 3)Median as designed is not good in terms of appearance and functionality. 4) Planned re-routing and elimination of certain exit/end. is good.</p>
	137		4/23/2014	None (Member of the Community)	Mail	<p>We have read Alan Bozer's letter to you dated 22 April 2014 regarding the future of the Scajaquada Expressway. We would enthusiastically add our support to his proposals. As our City is emerging into a new era we, the citizens, have a golden opportunity to correct past mistakes. As our new found prosperity develops and more people move downtown, the parks, once more, will fulfill their role as an idyllic refuge from our busy lives, Yours sincerely, Victor and Corinne Rice</p>
	138		4/9/2014	None (Member of the Community)	Written Comment Sheet	<p>As a resident of the area, and a frequent traveler on the 198, I cannot express enough how vital it is that we downgrade the road BEYOND what is presented. Our park system is a national treasure - and an item that makes our city attractive and vibrant. The fact that we run a highway through it is a joke on a national scale. The road must be downgraded to 30 mph and at a setting fitting of an Olmsted Park. As someone who uses this road daily, I can assure you that the extra 3 minutes the journey will take is well worth restoring our heritage, access to parks and identity as a city. Please do the right thing for the next generation.</p>

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	139		9/24/2015	None (Member of the Community)	E-mail	<p>The current (9-24-15) changes to NY 198 have made it far more likely to cause traffic accidents. STOP signs have been installed with no warning of their placement on former acceleration ramps. Frustrated drivers caught on a 30 MPH highway will not reach their destination in the time they used to and the roadway clearly will provide for more than 30MPH. I seldom use this roadway since it is likely to lure any driver to more than 30 MPH because of its divided 4-lane design.</p> <p>Since it is clearly desired to remove traffic from NY 198, but connections to divided highways already exist, it would be prudent to remove all the roadway from Elmwood Avenue connection to Main Street connection and install a grass surface. This is prudent because a divided highway through a public pedestrian park is unreasonable, an oxymoron, and alternative vehicular and bicycle roadways already exist serving Delaware Park and radial highways through it.</p> <p>The remaining parts of NY 198 should be considered access roads to the divided highways (I190 and NY 33) connecting them to the local streets (Main and Elmwood) until frequently running public mass- transit has been provided to replace NY33 (re-establish Humboldt Parkway as a tree lined Parkway with a transit line), and similar transit service is provided on Amherst Street while reducing traffic lanes there.</p> <p>Any money that MIGHT BE SPENT on making the existing NY198 "safe" for vehicles and pedestrians should instead be spent on public transit to provide fast travel along major corridors from the City Transportation Center to the airport, Central Station, and UB North. David Stout, environmentally concerned citizen, former user of NY 198 (It's too dangerous now).</p>
	140		9/16/2015	None (Member of the Community)	Written Comment Sheet	The roadway should be 4 lane with possibly extra space in places for parking. East of Parkside should be 40 mph+ and west of Elmwood should be 40 mph+. East of Main St. should be 45 mph+ heading east toward Rte. 33 inbound. West of Grant should be 45 mph+ heading west toward I-190 interchange. Reconnect Lincoln Parkway across corridor.
	141		9/16/2015	None (Member of the Community)	Written Comment Sheet	I feel that the Rte. 198 speed limit should not stay at 30 beyond Elmwood coming from the (Main St.) way. Should raise back up, if not to 50, but at least 40 mph / 45 mph. It is the only way through the city to the I-190 to get to Niagara Falls without having to back track to the 90, to the 290 unfair. And the site by the park should be taller barriers or a fence / wall. It is too congested even 35 mph is a good speed there. Even narrowing it does not make a difference. It's an expressway. The tragic accident was not due to speed anyway. Also, there should be a bridge or cross bridge for pedestrians to walk over the expressway.
	142		9/16/2015	None (Member of the Community)	Written Comment Sheet	Speed Limit 50 mph for ALL. 30 is OK by park only. However if guard rails are used 40 is good. Widen green median between lanes and get rid of median barrier. Mid block crossings are stupid.
	143		9/16/2015	Black Rock / Riverside Alliance	Written Comment Sheet	Option #4 - Street, 30 mph, median bike lanes crosswalks etc. bus stops - Cross town transportation for EVERYONE! Cars & trucks bicycles, pedestrians, bus riders handicapped, wheelchair & stroller users moms with kids, people with dogs. My family all moved away, but I returned. We all comment o the extra capacity of Buffalo's TAD system. This will not remove a cross town route just make it more usable. Start at Grant St. 30 mph, at grade crossing.
	144		9/16/2015	None (Member of the Community)	Written Comment Sheet	Can the speed limit be kept at 30mph from the Parkside Intersection through the Elmwood South exit ramp only?
	145		9/16/2015	None (Member of the Community)	Written Comment Sheet	I love that you're going to change the guardrail to the ironwood. The crosswalks are great. I hope there are plans to include more in the future, particularly at Loring Avenue and Monticello Place/Eastwood Pl. Of the proposed cross-sections, I like the 30mph, 2-lane boulevard with bike lanes the most. After taking a look at the traffic comparison between existing / 4-lane / 2-lane and removal, I think the 4-lane option is best for commuters. However, I would hope that some would just quit their cars and pick another mode.
	146		9/16/2015	None (Member of the Community)	Written Comment Sheet	I am in support of the complete downsizing of the 198 - 2 lanes, no median, 30 mph, park appropriate guard rails.
	147		9/16/2015	None (Member of the Community)	Written Comment Sheet	198 should be disconnected from I190. 198 would run at ground level to Niagara Street, and there terminate. So long as 198 connects with I190, it is in effect still an expressway, and will remain so in many drivers minds, resulting in driving expressing that view, very fast driving. 198 should be made part of the neighborhood. Today it is removed, separate, and therefore blights land on both sides along its entire length. It must be connected in many places with the streets of the surrounding neighborhoods, the few connections allowed in the plan this evening are quite inadequate. 198 is today a garb drawn through the body of the community, the reminder of a rusty blade that was meant to be progress, but mostly destroyed.
	148		9/16/2015	BCCWNY/ROCC	Written Comment Sheet	There are portions of 198 below grade, while it appears a covering over 198 is expensive what dollar amount can you attach to the lives lost due to hazardous existing conditions? Please consider a covering over 198 from 33 to Delaware Ave. as a consideration. Also green space near Grant and Buffalo State and expanding this concept to be inclusive of the whole 198 and the 33 expressway tub. Diagrams presented exclude the 198 from Main St to the 33. Interim changes should include the 198 from main to the 33. The chain fences and guard rails are deteriorating in front of the residents along Humboldt Pkwy in the portion of the 198 excluded from the proposed interim changes. Please deal with all of the 198 it's one road its one parkway!
	149		9/16/2015	None (Member of the Community)	Written Comment Sheet	Safety: 1. Fix/replace exit (Delaware), west bound, that currently is a 90 degree turn off the 198. 2. Extend all entrance merge lanes onto the 198. 3. Change 198 from an expressway to a parkway. 4. Maintain speed limit and enforce it. 5. The entire expressway needs to be re-designed and re-engineered.

NYS Route 198 (Scajaquada Expressway Corridor) Project

PIN 5470.22

Public Comments

As of September 1, 2016

Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	150		9/16/2015	None (Member of the Community)	Written Comment Sheet	As an 8 year resident of North Buffalo, and looking to buy a home in the near future, I had lived with the expressway that entire time. I can 100% say that we can live without it and the 33 expressway. Leadership in WNY and the state need to make a master plan together to implement the changes we want. As a matter of fact, the success of the project depends on it. In order to remove the 198 expressway, the surrounding streets and neighborhoods need to be aligned to this change along with the NFTA.
	151		9/16/2015	None (Member of the Community)	Written Comment Sheet	This is an over-reaction to a terrible accident. Many people have died on many thruways and city streets and nothing like this has ever been done. The 198 Coalition is using this accident as a crutch from their position. 65,000 cars per day (about 2.7 million per year) will be divided through city streets and thruways if the 198 is closed or shortened. This process has cost taxpayers money through needless studies, slower commutes and over 500 speeding tickets. All of this to satisfy a few residents along the 198 so they can get their political agenda passed. All of these changes so far would not have been done had a guard rail been put up prior to the accident. The people who want this expressway slowed down or even closed are exploiting the death of a poor child and the inviting of another to have things their way which does not benefit the community of Erie County residents. Sean Ryan and the Coalition were obviously waiting for "a bigger fish to fry" before they easily called Albany and got a guardrails installed - shame on them! When all that really needs to be done to the 198 - 1. Better drainage around the Delaware exit to stop water ponding. 1. Increase speed limit to 40 mph (a happy compromise) 3. Add a second Lane to the Delaware Ave exit so cars aren't hung out to dry over the 198 during rush hour. 4. Better center guard rail (?? barrier) from Tent to Flint St.
	152		9/16/2015	None (Member of the Community)	Written Comment Sheet	As a 20 something who is trying to find work in Buffalo an is planning on moving into the city, I would love to be able to enjoy a beautiful Olmstead park without fear of being hit by a car. I have lived in Changwon, South Korea, where they have bike lanes completely separate from traffic to get around the city. I felt so safe and thoroughly enjoyed my daily commute. I also lived in Madrid, where bikes rode with traffic. I didn't even ride there because the conditions weren't safe, at least I didn't feel safe. Please, let's keep the bike paths separate from traffic as much as we possibly can so everyone feels comfortable to live a healthy, active lifestyle.
	153		9/16/2015	None (Member of the Community)	Written Comment Sheet	The expressway should be removed so that we can restore Delaware Park and surrounding parkways to the original Olmsted design - including Agassiz Circle and the main entrance to the park. This is the best long-term solution. In the interim, reclassification to a major arterial is completely unacceptable - it should be a minor arterial at most. No more than two lanes and 20 to 25 mph speed limit. This is the worst presentation I have ever been subjected to. Speakers are intelligible and slides are meaningless, not to mention illegible.
	154		9/16/2015	None (Member of the Community)	Hand Delivery	My name is Matthew Digati and I am an incredibly proud Buffa lover. I grew up on Manchester Place, which is just a few blocks south of here and only a 10 minute walk to Hoyt Lake. A large part of my youth was spent at Hoyt Lake, skipping rocks with my parents and swinging at the playground. My teenage years were spent meeting my friends at the lake to play Frisbee or soccer in the meadow, and now, as an adult, it has become my running path. I say Hoyt Lake, and not Delaware Park, because ever since I was a child on those swings it has seemed as though the Zoo and Ring Road have been another world away. Walking to the north side of the park meant having to cross a major intersection with speeding vehicles no matter which route I took. It was as if one half of Delaware Park was for North Buffalo, and the other half for the rest of the city, but never one park for all of us. The Scajaquada is completely to blame for this. It's no secret that the 198 was an absolutely terrible idea. It's as if the planning committee sat down and tried to come up with a way to completely ruin Buffalo's best, largest, and most picturesque park. Cars do not belong in Delaware Park; people do. The opinions on this subject of those that live in Kenmore, or Amherst, or Tonawanda, are not based on what life is like in the city or around the park, but rather how many fractions of a minute can be saved on their commute to their jobs downtown. They claim that the 198 was originally built as an expressway with the job of moving traffic from one side of the city to the other, so it should stay that way. My response is that Fredrick Law Olmsted, whom this school is named after, originally built Delaware Park for the residents of the City of Buffalo to enjoy; not as a convenient short cut for those that choose to live in the suburbs. In regards to the plans that have been put forth thus far I have this to say: a reduction in the speed limit to 30 mph and 40 mph is not enough. The removal of 2 lanes is not enough. Traffic calming measures are not enough. The only plan that can be implemented to ensure the vision of Olmsted for our city is met is the full removal of the Scajaquada from Niagara Street to the Kensington Expressway; and as a life long Buffalonian and frequent enjoyer of Delaware Park, I demand the full removal and nothing less. This is not a farfetched idea and should not be met with bureaucratic resistance. This can, and should be, a major step in continuing the incredible resurgence and renaissance that is happening in our city. Thank you.
	155		9/16/2015	None (Member of the Community)	Written Comment Sheet	I would like to voice my support for removal of the 198. However, the plan as set forth ends at Parkside which is not able to handle additional traffic. But if the end is at Main Street which is wider and more commercial then the additional traffic could be absorbed more easily. Also, it could help with the revitalization of Main Street and have a positive impact if more people travel by stores, etc. If it was removed between Elmwood Avenue (a commercial street) and Main Street that would return the park to the original Olmsted design, and it would remove safety issues at crosswalks and bike lanes. Thank you!
	156		9/16/2015	None (Member of the Community)	Written Comment Sheet	I fully support the downgrade and/or complete removal of Rte. 198. It has no place cutting through the center of Delaware Park. Further, it is critical that accurate information is relayed to the public. Claims that traffic has increased in neighborhoods because of the reduced speed limit is FLASE. The change in traffic patterns would be due to the closing of Elmwood Ramps NOT the change to 30 mph.
	157		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	158		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	159		9/16/2015	None (Member of the Community)	Question Card	Given overall community support for transforming Scajaquada from a highway to a true boulevard, why are you waiting for implementing a boulevard option? What's holding? (in audience)
	160		9/16/2015	None (Member of the Community)	Question Card	Given the timeline for study review, and approval of 4 years and construction 4 years and need to secure funding....what can you implement now beyond a couple of signals and crosswalks? Example - make the Nottingham Ramp 2 lanes / 1 way... on in the morning, off in the evening drive time.
	161		9/16/2015	None (Member of the Community)	Question Card	The last public meeting was organized by Sean Ryan nearly 1 1/2 years ago. Why was there no follow up till now?
	162		9/16/2015	None (Member of the Community)	Question Card	You've been meeting on this for over 10 years. When is something substantial going to happen? What is the schedule?
	163		9/16/2015	None (Member of the Community)	Question Card	There have been plans for the past few years to alter the present roadway. If I remember correctly, there was reconfiguration of the roadway, roundabout and guardrails by Delaware Park. What prevented these from being implemented? Who vetoed it? Politicians? Civic groups like the Olmsted group?
	164		9/16/2015	None (Member of the Community)	Question Card	Have you considered connecting Ring Road to 198 for better access to zoo and park?
	165		9/16/2015	None (Member of the Community)	Question Card	Why would you think eliminating the on ramp to 198 from Grant going East is even a possible idea. Business depends on this access.
	166		9/16/2015	None (Member of the Community)	Question Card	Consider cutting off the highway access to the 198? Making it a local road will reduce people using it as a cut-through for the highway system.
	167		9/16/2015	None (Member of the Community)	Question Card	Why not reclassify the Scajaquada to minor arterial or major collector? Main street is not a good model for the park!
	168		9/16/2015	Fisher Associates	Question Card	Why can't we combine 198 and Iroquois Rd. adjacent to Buff State? This would create additional connectivity to the surrounding road network and improve the prominence of Buff State to the corridor. Why do the proposed alternatives seem limited in scope, when this is more than just a road redesign, it is a chance to be a transformational project of the city with highest quality design?
	169		9/16/2015	None (Member of the Community)	Question Card	Please consider a parking lane on weekends on 198 to increase access to park and zoo.
	170		9/16/2015	None (Member of the Community)	Question Card	Has any consideration been given to making the Park section a tunnel or cut/cover with parkland above it? Will the Lincoln Pkwy/Nottingham end be eliminated? Have you considered making the southbound exit from the westbound 198 a regular intersection and eliminating the northbound exit (currently closed)?
	171		9/16/2015	None (Member of the Community)	Question Card	Someone described the Nottingham on/off ramp as looking like it was designed by a plaintiffs attorney. What can be done to eliminate this 90 degree fiasco short term?
	172		9/16/2015	None (Member of the Community)	Question Card	Are the 11 foot lanes comparable to city roadways and lowered speed limits, or expressway lanes? - from short term rendering
	173		9/16/2015	Buffalo Niagara Riverkeeper	Question Card	Please explain how we might include sidewalks along the entire corridor in order to have a "complete street". *Sidewalks, bike lanes, reduced lane widths, numerous crossings, and the slow speed limit all serve to, together, positively impacts driver behavior. (Change in functional class)
	174		9/16/2015	Scajaquada Corridor Business Owner & Res	Question Card	What is the specific timeline for completing of the interim changes and permanent redesign?
	175		9/16/2015	None (Member of the Community)	Question Card	There has been extensive community support for various calming measures and complete removal of the 198 to create city streets. 1 - What is the delay in following through with the proposed plans. 2 - How long until we see substantial change?
	176		9/16/2015	None (Member of the Community)	Question Card	You document 25 meetings over 8 years. Are you prepared to commit to a timetable? What is it?
	177		9/16/2015	None (Member of the Community)	Question Card	Why is this entire process back to square one? What happened to the 2005 plan?
	178		9/16/2015	None (Member of the Community)	Question Card	Why can't the 2005 EPP short term measures be installed? Can the 2005 EPP long term plan be used as the starting point?
	179		9/16/2015	None (Member of the Community)	Question Card	Remove 198!
	180		9/16/2015	Fisher Associates	Question Card	Why not 10' bicycle lanes and other complete street standards that are in guidebooks such as NACTO Urban Street Design Guide? What about resorting Aggazi Circle? Why is there no alternative that includes parking (potentially as better turn vehicle travel and bike lane) ? Why is there no alternative that is similar/replicates tidewell parkway?
	181		9/16/2015	None (Member of the Community)	Question Card	Does the current or proposed street designation allow for a "complete street" design? What manual is used ITE or AASHTO?

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	182		9/16/2015	None (Member of the Community)	Question Card	Bike lanes should be isolated from traffic with a divide as cars will eventually tangle with bikes.
	183		9/16/2015	None (Member of the Community)	Question Card	Make the study and implantation from 33 to 198
	184		9/16/2015	None (Member of the Community)	Question Card	Other than the various studies done before May 30, 2015, was there ever a consideration to just put up guardrails or other barriers along the 198, where they recently have been put up?
	185		9/16/2015	None (Member of the Community)	Question Card	Have you considered better integration of bike paths in new plan with Scajaquada path?
	186		9/16/2015	None (Member of the Community)	Question Card	Why did the factions of the Scajaquada corridor coalition refuse to accept the DOT's proposed speed limit reduction to 40mph last year, and why didn't they push to have guardrails installed?
	187		9/16/2015	None (Member of the Community)	Question Card	Will engineering of right hand turn at Delaware exit (westbound) be corrected? Will merge lanes be extended from a complete stop, to 198, to ensure safety?
	188		9/16/2015	None (Member of the Community)	Question Card	Have you considered traffic impact to the Buffalo Zoo? The zoo sees lots of volume on weekends and sunny days. Easy traffic flow to the zoo is imperative as the zoo continues to add exhibits and helps with got revenues.
	189		9/16/2015	None (Member of the Community)	Question Card	What are the possibilities of altering traffic patterns on nearby roadways to relieve any congestion from a slower Scajaquada? Any more comprehensive studies on travel time at a larger scale, i.e. not from one side of Scajaquada to the other. I'm curious how peoples real commute changes, not just east to west, but to downtown, etc...
	190		9/16/2015	None (Member of the Community)	Question Card	NYS Route 198 is an EXPRESSWAY. It is a frivolous waste of \$ to convert to a parkway. It is very dangerous to consider allowing pedestrians and bikers. This pipe dream is going to increase accidents and cost lives. Tunnel Humboldt Pkwy/eliminate 190 and give us back our waterfront.
	191		9/16/2015	None (Member of the Community)	Question Card	Reclassification to a minor arterial is NOT acceptable! Main Street is NOT a good model for the park.
	192		9/16/2015	None (Member of the Community)	Question Card	With only one lane in each direction how would an accident (rear-end etc.) affect emergency response and tow trucks to clear it up with cars backed up and unable to move?
	193		9/16/2015	None (Member of the Community)	Question Card	Please close the Delaware Ave exit by the tennis courts! This would link the entire park system. As it is it is very dangerous. Cars at a complete stop on 198! Cars can exit at Elmwood or Parkside!
	194		9/16/2015	None (Member of the Community)	Question Card	Traffic circles at Grant, Elmwood ramp Delaware connects and Parkside at 198 without stop signs are a great idea!
	195		9/16/2015	None (Member of the Community)	Question Card	How should we grow our city and further limit traffic? How will you help locals transport move quickly?
	196		9/16/2015	None (Member of the Community)	Question Card	Diagrams omit the portion of 198 between Main St. & 33 expressway portion of 198 should be included in interim modifications. Residents near Kensington & Loring should not have to deal with noise & ugly chain fence in front of their property why isn't 198 all inclusive. It's one highway! - Noise on high speed traffic.
	197		9/16/2015	None (Member of the Community)	Question Card	Isn't it advantageous to have a 4 lane highway in case you need to have effective means to evacuate people and in case of snow emergency to move equipment in and around the city.
	198		9/16/2015	None (Member of the Community)	Question Card	What do we have to do to keep our expressway? If you take away the expressway how should I get from around Hertel and Delaware to Seneca St. every single weekday?
	199		9/16/2015	None (Member of the Community)	Question Card	Are they going to synchronize Scajaquada discussions with those of Humboldt Parkway?
	200		9/16/2015	None (Member of the Community)	Question Card	Is the section of 198 between Buffalo State College and Niagara St. exit also part of the study? We would like to see this at grade and also not an expressway.
	201		9/16/2015	Restore our Community Coalition	Question Card	When will we remember the park connection vision of Olmsted, and add similar attention to re-creating the harmony of the neighborhood disrupted by the Kensington Expressway?
	202		9/16/2015	None (Member of the Community)	Question Card	Why not raise the 198 elevation at/around Main St. and Kensington if no longer an expressway. This would help those intersections and traffic at Parkside.
	203		9/16/2015	None (Member of the Community)	Question Card	Why have no traffic calming measures (restriping) been done on the portion of the roadway between the 33 and Parkside
	204		9/16/2015	None (Member of the Community)	Question Card	Be sure to include section from Buff State to Niagara St as part of the study. This should be / could be at grade.
	205		9/16/2015	Restore our Community Coalition	Question Card	How can we make or you make conscientious / educated decision on a portion of 198 as oppose to the whole 198. Diagrams omit 198 between Main St & the 33. It's one highway.
	206		9/16/2015	None (Member of the Community)	Question Card	Why haven't you restriped E. of Parkside and W of Grant? No wonder people speed more there. We need more traffic calming ASAP, why not remove expressway signs that can be seen from a mile away and direct attention a mile after that?

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	207		9/16/2015	SCC	Question Card	Has there been / could there be an effort to connect at grade to Niagara St & eliminate the connection to the I190? This would coincide with general improvements from grant to Niagara making the area Park like. Has there or will there be any consideration to terminating the 198 at grade at Niagara st and simultaneously making improvements to provide green space from Grant to Niagara? i.e. Creek access, park land off street parking. Has / will there be any consideration to reconnect some of the side streets at grade East of Grans (Bush St.; Peter St., Etc.) to alleviate traffic by providing options, connecting the college to the business district. Has there / will there be any consideration to reconnect the street(s) @ grade east of Grant St? (Bush St, Peter St.)
	208		9/16/2015	None (Member of the Community)	Question Card	Have there been any considerations of altering speeds for rush hour / non-rush hour times? Do you have any information on bike and pedestrian usage in the area? Any idea about how these might change?
	209		9/16/2015	None (Member of the Community)	Question Card	How can we, as a community better express to NYSDOT that we are firm in our desire for a 30 mph limit?
	210		9/16/2015	None (Member of the Community)	Question Card	Is there any consideration of a 25 m/hr. option. I have heard NYC pushing that as a park standard considerably it cuts fatal accidents 50%
	211		9/16/2015	Parents for a Safe Delaware Park	Question Card	I love the 30 mph proposal safety should be the priority. When will the redesign be complete? Lowering the road from Grant to 190 should be part of project as well.
	212		9/16/2015	None (Member of the Community)	Question Card	From an engineering perspective, is it necessary to have the roadway east of Parkside & west of Elmwood at 30mph since there's no public areas adjacent to the roadway? If/when one of these plans are implemented, is there a plan to improve Amherst, Delavan & Fillmore? Crosstown traffic has to go somewhere.
	213		9/16/2015	None (Member of the Community)	Question Card	Is there any coordination going on between DOT and the City of Buffalo concerning the 198 changes & the Parkside neighborhood changes?
	214		9/16/2015	PCA	Question Card	Will reducing speed to 30 mph and creating a boulevard significantly reduce travel times?
	215		9/16/2015	None (Member of the Community)	Question Card	What would it take to get the city planning dept. to look at developing Main Street and synchronizing the lights to get commuters from the north to take Main Street?
	216		9/16/2015	None (Member of the Community)	Question Card	Please provide a canoe / kayak launch in Hoyt lake or the creek.
	217		9/16/2015	None (Member of the Community)	Question Card	Please describe the measures NYSDOT intends to take to reduce storm water pollution to Scajaquada Creek from the reconfigured roadway (all alternatives).
	218		9/16/2015	None (Member of the Community)	Question Card	Have you considered removing the debris rake in the creek near Wegmans to allow paddlers access to Niagara River from Hoyt Lake? Present situation precludes a portage around the lake.
	219		9/16/2015	None (Member of the Community)	Question Card	How does NYSDOT plan to provide physical and visual public access to Scajaquada Creek under the proposed alternatives for roadway reconfiguration?
	220		9/16/2015	None (Member of the Community)	Question Card	Regarding the accident rate between 2005-2007, what months correlate to this? Are these accidents due to snow and ice or speed or inattention?
	221		9/16/2015	None (Member of the Community)	Question Card	When, where, and how does the trucking industry make its view known on projects of this type? Why aren't they "stakeholders"?
	222		9/16/2015	None (Member of the Community)	Question Card	Statistically, how does the accident rate on the 198 compare to the accident rate on regular stretch such as Delaware, Parkside, Elmwood, Delevan
	223		9/16/2015	None (Member of the Community)	Question Card	How is cross traffic and pedestrian crossings at grade level safer than traveling over or under the 198?
	224		9/16/2015	None (Member of the Community)	Question Card	1. Why is this process not a regional discussion? Local residents have presumed as the starting premise, that Delaware Park is "their" park/asses and only they have a right to decide how the Scajaquada Expressway will be resolved. WRONG! All resident / taxpayers of Erie County at a minimum should have a seat at the table. 2. Why not keep the expressway -- a vital commuter route & corridor to ECMC and simply make safety berms in Delaware?
	225		9/16/2015	None (Member of the Community)	Question Card	1. Why was the FALSE Narrative of a traffic death of little Max Sugarsofski allowed to hijack the Scajaquada Expy discussion? His tragic death was NOT caused by highway speed! 2. Why can the Governor issue a fiat to change the speed when speed was not the cause of accident?
	226		9/16/2015	None (Member of the Community)	Question Card	What does DOT plan to do to get critical feedback and input from commuter groups who use Rte198? I don't see groups such as AAA listed as "stakeholders"? How about truckers - e.g. UPS, FedEx? Proposed changes to the 198 should involve more than the local groups, shouldn't they?
	227		9/16/2015	None (Member of the Community)	Question Card	Why was I took off stakeholder list? I have been involved with these discussions since the start.

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	228		9/16/2015	None (Member of the Community)	Question Card	Is the DOT planning to put a stop sign off Humboldt Parkway going Westbound onto the Scajaquada? It seems all other exits/entrances have stop signs now. Thank you!
	229		9/16/2015	None (Member of the Community)	Question Card	Why are you ramming these pedestrian activated crosswalks down our throats.
	230		9/16/2015	None (Member of the Community)	Question Card	Can something be done soon so the stop signs don't require a driver to twist head in order to see oncoming traffic. This is difficult for some drivers.
	231		9/16/2015	None (Member of the Community)	Question Card	How will pedestrian crossing at Mirror Lake work when lake & creek are flooding?
	232		9/16/2015	None (Member of the Community)	Question Card	1. Why are all light standards not behind new guard rails? 2. Is 30 mph needed between Elmwood and I90?
	233		9/16/2015	None (Member of the Community)	Question Card	If a guiderail was put up to keep people from being hit 20 ft. of the side of the road why would we want to have people riding bikes on the roadway or pedestrian crossing?
	234		9/16/2015	None (Member of the Community)	Question Card	Will a barrier be built on the Agassi side of the 198? There is a spot where the traffic approaches the light where only six feet of grass separates the 198 from our road. Very dangerous. Our greenspace is part of Olmsted too!!!
	235		9/16/2015	None (Member of the Community)	Question Card	Under the area of "interim improvements" why were no guardrails installed on the south side of the 198 (near Parkside Ave) what plans are including the protection of this residential neighborhood?
	236		9/16/2015	None (Member of the Community)	Question Card	I have heard Sean Ryan claim in media interviews that there is no increase in side street traffic since the 198 speed was lowered. Would you tell the audience what studies since May you have done, where and the numbers to prove this claim.
	237		9/16/2015	None (Member of the Community)	Question Card	The stop sign at Parkside and the 198 (going west) is counter intuitive when a green light is to get onto 198 yet those going west must stop why?
	238		9/16/2015	None (Member of the Community)	Question Card	Why are massive & significant changes being made to part of our regional transportation system without /avoiding the EIS process?
	239		9/16/2015	None (Member of the Community)	Question Card	Is there any data of reported accidents on the 198 from last year at a speed limit of 50 mph and this period of June-July-Aug at 30 mph?
	240		9/16/2015	None (Member of the Community)	Question Card	Can you put a pedestrian crossing at Parkside & 198 that is raised. That would link Meadville & Census college to Park. It is too dangerous for the kids to cross a 4 lane highway.
	241		9/16/2015	None (Member of the Community)	Question Card	Pedestrian activated crosswalks not a good idea this is being rammed down our throat crosswalks good but put at signals not pedestrian activated flush with road
	242		9/16/2015	Erie County	Question Card	The Hawk signal seems confusing - why not just have a traffic signal?
	243		9/16/2015	None (Member of the Community)	Question Card	Would you consider timing the signals for the crosswalks on the 198 to encourage 30 mph and consistent flow instead of pedestrian activated?
	244		9/16/2015	None (Member of the Community)	Question Card	Introducing pedestrians & bicycles into traffic will make more handicapped people.
	245		9/16/2015	Buffalo Olmsted Parks Conservancy	Written Comment Sheet	I favor Alternative 2B. I favor keeping the 30 mph speed limit for its entire length. I work at the Delaware Park Labor Center. This is the location of the BOPC Archives. As soon as the speed limit was lowered to 30 mph it was about 50% SAFER to exit the driveway on to the 198. In 2007 when the traffic report was published the information showed that most drivers were traveling at a rate of 10 mph faster than the posted 50 mph for the 198, THEREFORE - the speed limit was RAISED to 55 mph. Using this information as a baseline I would expect the drivers on the 198, in October 2015 to travel at a speed of 35 - 40 mph even though it would be illegal to do so. Please keep the speed limit at 30 mph. Thank you very much.
	246		9/16/2015	None (Member of the Community)	Written Comment Sheet	Best option - 30 mph - entire length of 198 - remove cobra head lighting; match neighborhood - bike lanes both directions; raised medians - pedestrian activated cross walks (raised) - Incorporate redesign of Main/Humboldt/Scajaquada area to eliminate hazardous triangle. - Coordinate plans with City of Buffalo re: Parkside Neighborhood study results. - Contribute Positively to the restoration of Olmsted Parks plan, Parkside community and multiple college involved. - All storm water treated before entering Scaj. Creek.

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	247		9/16/2015	None (Member of the Community)	Written Comment Sheet	Best Option - 30 mph boulevard with bike lanes both directions raised medians, separate sidewalks - both sides, lighting to match neighborhood (no cobra heads), pedestrian activated raised crosswalks, and bay to Hoyt Lake. All storm water runoff treated naturally before entering creek lakes. Remove ramps at Grant Elmwood, & Delaware and construct 4-way signalized at-grade intersections. Eliminate and relocate sidewalks directly adjacent to and parallel to 198 E - snow plowing will bury them. Coordinate plans and timing with City of Buffalo and Parkside Neighborhood study results. 20 mph along entire length - few drivers will slow down if speed limit changes in the "middle" (i.e. west of Elmwood). Incorporate re-design of Main/Humboldt/Scajquada area to eliminate hazardous triangle. Please contribute positively to the restoration of the Olmsted Parks plan, the Parkside community and the multiple colleges. There is no need for speed to "save the driver" a few min.
	248		9/16/2015	None (Member of the Community)	Written Comment Sheet	I travel the 198 every day to get to my job in Batavia, NY. Traffic has flowed so much smoother since the speed limit was lowered to 30 mph. It is much easier for cars to merge on to the 198, going directly from the ramp into a lane, with no merging lane, with the slower speed limit. There is less back-up on the ramps, and less stop and go/traffic jams on the road. It flows so smoothly! I liked the idea of a 4 lane boulevard. The 198 basically is that right now, and it's working well. I think it would be difficult to accommodate the volume of traffic if it were made a 2 lane road. Medians please!
	249		9/16/2015	None (Member of the Community)	Written Comment Sheet	First of all I have lived within one mile of the 198 for over fifty years. 1. Keep 198 from I190 to Elmwood Ave at 50 mph and I190-Elmwood Ave at 50mph. Look at the Colvin Ext. 45 mph. I think 45 mph would work Parkside - Elmwood section.
	250		9/16/2015	None (Member of the Community)	Written Comment Sheet	After a car veered off Route 198 and drove onto Delaware Park's Ring Road, killing a child and seriously injuring his sister, a guard rail was installed next to Rte. 198 and a concrete barrier next to the Ring Road, where the two roads closely parallel each other. Rte. 198's speed limit was also reduced. This offered protection from Rt198 for pedestrians using the park's Ring Road. I suggested in "letters to the Editor" moving the Ring Road in by 30 feet at that point and planting trees to create an improved feeling of safety. Although not necessary, it would also improve the aesthetics of the park. With the current safety measures implemented, what more is needed to protect park goers? It's ironic how some people are pushing to have crosswalks installed on Rte. 198 so park visitors can cross to the other side of the park. A foot bridge already exists for that purpose. Why encourage folks to cross a road in the park if not necessary? For years the Scajquada Expressway has carried many from considerable distances. The new speed limit of 30 mph is ridiculous. I believe 40 mph is more reasonable and still safe.
	251		9/16/2015	None (Member of the Community)	Written Comment Sheet	There is a need to maintain the 198 expressway. Buffalo is fortunate to have a East-West route free of red lights, cross streets. Keeping traffic moving reduces car and truck emissions; thus less air pollution. Second, I suggest raising the speed limit to 40 mph. Everyone contacted suggests this action. A participating public process is good, but majority of residents are buys, not paying attention and ?? complain after the expressway is lost.
	252		9/16/2015	None (Member of the Community)	Written Comment Sheet	At the meeting on Wednesday 16th one of the long term alternatives was totaling closing the 198 from Parkside to Elmwood. My question and comment was what alternative routes would be available for East/West traffic flow! At one point a DOT rep said there are 50000 cars using the 198. I was told by a DOT rep at the "Boards" showing all the alternative plans that vehicles could then get off and use various city street to maneuver around the closed section, giving examples of East Delavan to get to Elmwood, then going down Elmwood to get to the 198 again or using Amherst St, Kenmore Ave, Forest Ave, West Ferry & Zig Zagging your way going through city streets, as I see it, would pose many issues. Lets use Amherst St as an example *this can really apply to all of the streets that were told to me as way around) Amherst St is one lane each way, it is a Metro bus route, school buses use it, there are people trying to get out of their driveways, during the winter you have snow plows added to the mix (if we re lucky enough to get snow plowed). I just can't see 50,000 vehicles especially at rush hour, doing this without great traffic issues, especially for those who use this every day to get to work. I can see it adding 20 or so minutes to mine.
	253		9/26/2015	None (Member of the Community)	E-mail	My first choice of the Scajquada alternatives is Alt 5, complete removal within the park. The road should never have been constructed in that park to begin with. My second choice is Alt 3B.
	254		9/28/2015	None (Member of the Community)	E-mail	I am writing to vehemently object to the changes being proposed for the Scajquada Expressway, all of which are to be paid with tax payers' Dollars without consideration for the tens of thousands of people who use that corridor daily. This is the doing of a handful of people who are trying to ram this down our throats. The death of the boy last May was certainly a tragedy, however barriers should have been in place years ago, and that would not have happened. Of the 3.6 mile highway, only a fraction is adjacent to the park, which is used by a relatively small number of people for about 5-6 months out of the year. The changes to the acceleration ramps have further made this roadway more hazardous. Please stop this madness.

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	255		9/3/2015	None (Member of the Community)	Mail	<p>Dear Commissioner Driscoll: I don't believe the speed limit on the 198 expressway needs to be lowered to 30 mph. I feel the people who want to lower the speed limit on the 198 EXPRESSWAY are exploiting the death of a child to push forward their own agenda. There has been an effort by these groups to lower the speed limit of years. The accident that took the child's life had nothing to do with the speed of the vehicle. The person simply fell asleep and drove off the expressway. If stopping people from driving off the expressway is the object, when they NYSDOT redesigns it why couldn't they lower the dread slightly, maybe the height of a car, so as to contain vehicles in the roadway? This road is a regional asset that is used by people from all over the region, not something to be controlled by the people in the immediate area around the expressway to make their own gated community.</p> <p>With the development of the medial corridor in downtown Buffalo, the expressway is the only high speed roadway an ambulance can use to transport patients to hospitals from north Buffalo and the I190 thruway. It bisects the city, providing drivers a fast way to reach the airport and eastern suburbs without having to drive completely around the city either to the north or south. Another problem I've observed is that the changing of yield signs to stop signs has made it very hard for tractor trailer trucks to enter the expressway. They can't use the acceleration lane to get up to the speed of expressway traffic because they have to start from a dead stop. This in turn is causing cars behind the trucks to back up onto the ramp behind the trucks further complicating vehicle entry onto the expressway.</p> <p>The test period of the 30 mph speed limit has been conducted during the summer months when local colleges, like Buffalo State and Damien College are not in session. Starting in the fall there will be many more vehicles traversing the expressway, further complicating entering the expressway via the ramps because of long lines of traffic passing by them at lower speeds. There haven't been very many vehicle, pedestrian accidents on the 198 expressway. Therefore I don't believe tis is a problem that warrants lowering the speed limit. There have been quite a few vehicle accidents on the expressway which I believe were contributed to by the sharp curves in the roadway. I believe in the redesign, this could be addressed by straightening the roadway as much as possible. I believe the previous 50 mph speed limit was appropriate for this expressway. Your consideration is greatly appreciated.</p>
	256		7/28/2015	None (Member of the Community)	Mail	<p>7/28/15 COM 15-005728 - Mr. Driscoll, We all know about the safety issues associated with the Scajaquada and the recent tragedy that occurred in Delaware Park. The question I continue to ask myself is hwy is there an expressway running through a park? Delaware Park is the Olmsted designed sister park to world-renowned Central Park in New York City. it is one of the greatest parks in New York and the most active in Buffalo. We talk all the time about the New buffalo, one that everyone can be proud to call home. Great cities need great amenities, and great citizenry should demand them. The park land to the South of the Scajaquada has been cut off from the rest of the park for decades. This can be corrected with a 30 mph speed limit and changing the roadway into a parkway with crosswalks and traffic calming measures. A parkway system that allows people to safely cross it as easy as we cross Elmwood Avenue will further enliven the neighborhoods along the entire Scajaquada. People talk about Buffalo State College and Medaille College needing this roadway; indeed they do. Don't end the conversation at that point. As Buffalo State students if they'd like ready access to the Wegmans or to easily move from the Japanese Gardens to the Art museum. Ask medaille students if they'd like to easily access Delaware Park just by crossing a city street. Connecting those neighborhoods opens up a whole new world for the community and the college alike. Think of what a change it would mean for the Black Rock Neighborhood, a neighborhood long cut off from the surrounding area. Look at what has occurred in other cities that have right-sized city highways. Property values around the road increase and quality of life improves for everyone. I'm a resident of Buffalo, and I want a better park. The argument that people will be inconvenienced two minutes is just never going to win when stacked up against a world-class park, safety, increased property values, and the connectivity of the colleges, neighborhoods and community at-large. It's what we deserve.</p> <p>I want to show my full support for a 30 mph scajaquada (198) and conversion into a parkway condition.</p>
	257		6/2/2015	None (Member of the Community)	E-mail	<p>Dear Governor Cuomo, I am wirting to express concern about your recent decision with regard to the Scajaquada Expressway: new York State Route 198. As a resident of the Western New York area, I fear you don't understand the traffic and considerations that we see and deal with. This is an area so different from NY City, that it really is it's own state, culture, and place to be. Everything about this area is vastly different. That route travels near areas where it is still safe enough to leave doors unlocked. I imagine that is difficult for you to believe, but there are parts of NY still like that.</p> <p>A safer proposal would be to create a barrier as you had suggested, to keep traffic apart from the park area. A separate, guarded (guard rail) walking area would be much better, and likely less expensive than trying to create a barrier and enforce a speed that low in such a high traffic area. Workers commuting from that area already have a difficult time, and I fear lowering the speed limit would make things "less" safe, rather than more. In fact, as seen with NYS route 33, it can actually be safer to INCREASE the speed limit, so long as you put other measures in place for foot traffic. Enforcement of this new limit will be difficult, and I am very afraid that your new order will create more chaos and accidents rather than less. Respectfully, Cheryl Lachowski</p>

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	258		6/2/2015	None (Member of the Community)	E-mail	Everyone in our area has been horrified by the recent accident involving a car leaving the road (on the 198 Expressway) and killing two children. The safety issue in that particular section of the 198 should have been addressed years ago. A simple barrier could have saved their lives. However, I was completely shocked that the secondary East/West route through Buffalo was dropped to 30 MPH from 50 MPH. I agree bringing down the speed limit to possibly 45 MPH and heavily enforcing may help. Currently, the primary East/West route (the 290) is under major construction due to the multiple crumbling bridges that needed to be addressed immediately. Many commuters have been forced to take alternative routes which consist of the 198 or side streets/surface roads. My husband has been taking these alternative streets. His commute time has gone from 30 minutes to almost 2 hours in the early evening. One main reason why we refused jobs out of state in the Boston, MA area is because of the insane commute times home. Now I have been hearing advocates are pushing for the 33 to have a reduced speed limit as well. I grew up north of Buffalo in Lewiston, and witnessed what similar advocates did to the city of Niagara Falls. They fought and were successful for a speed limit reduction on the primary route to Niagara Falls. They also took one side of the route and made it into a bike path. The city has suffered as a result. It is embarrassing to drive along this route anymore. The pavement is poorly maintained (grass grows in between the cement) and the grass and landscaping alongside is also not well taken care of by the state. Many of the people who signed the petition and fought for this bike path/parkway did not live in the area, no longer live in NYS, or utilize the path. Tourists look at this portion or attempt the confusion of the roadways typically end up going to the Canadian side. We have been working hard to make Buffalo great again, attracting new businesses and jobs. The bus routing system makes it very hard to get around the city and surrounding suburbs. There is no commuter train available so we rely primarily on cars. We must address these transportation issues and not act rashly. Please do not cut off the city of Buffalo like the city of Niagara Falls after completing so many tourist and family friendly activates downtown. Please do not make one tragic accident affect a decision that should be made as a result of traffic studies. Thank you for your time and consideration.
	259		6/2/2015	None (Member of the Community)	E-mail	Sir, Thank You! While we cannot repair the damage done to that young family on Saturday, we are truly impressed with the immediate leadership you have shown to reduce the speeds on the expressway built through Buffalo's most popular park. We plead with you to stay engaged in this issue. The NYSDOT must make every effort to address the damage done by generations past. The DOT is staffed with many competent professional engineers. That said, it would take great professional risk for anyone in their positions to propose dramatic change. That leadership must come from you and the WNY delegation. Our DOT engineers must be given the air cover they need if we are to expect them to do what's right. You've done so much for Buffalo and WNY. But I must ask that you please continue to make this a priority of your administration. With tremendous respect, Mike Sims
	260		6/2/2015	None (Member of the Community)	E-mail	Dear Governor Cuomo, Thank you for your prompt attention to the tragedy that occurred in Buffalo yesterday. Lowering the speed limit to 30 mph on the 198 expressway will send the correct message to all involved in the transformation of this roadway. Sincerely, Amy Beeman
	261		6/2/2015	None (Member of the Community)	E-mail	Governor, Thank you for acting so fast to reduce the speed limit on our 198 road where a young life was taken Saturday. You are saving lives...Thank you for governing....Trey
	262		6/3/2015	None (Member of the Community)	E-mail	Mr. Cuomo, I would like to thank you for reducing the speed limit on the Scajaquada Expressway. Its unfortunate that sometimes it take a tragedy to get things done, however you made the right decision. I would like to ask you to push the DOT to either eliminating the expressway all together or creating an urban parkway as opposed to the current Robert Moses monstrosity that rips an otherwise beautiful park and city in half. Thank you.
	263		6/3/2015	None (Member of the Community)	E-mail	Please support the elimination of the NY 198 Scajaquada Corridor, and return the land to the Olmsted park. In addition to improving safety and quality of life, the return of the land to the historic Olmsted park system will be another pillar in the Buffalo renaissance. See the following for success stories. http://gizmodo.com/6-freeway-demolitions-that-changed-their-cities-forever-1548314937
	264		6/3/2015	None (Member of the Community)	Mail	To Commissioner McDonald: Last weekend's speed reduction of the Scajaquada Expressway (NY Route 198) from 50 mph to 30 mph should have been a time of celebration. Unfortunately, the circumstances leading up to the young child's death and another's injury is a manifestation of a systematic failure behind the NYSDOT's decision-making. As you know, there have been preliminary studies dating at least a decade, which should have reduced and beautified the thoroughfare according to its course through Delaware Park. These plans have been chronically delayed and depreciated by the NYSDOT's own insistence that they could not reduce the speed limit any lower than 40 mph. This has conflicted with the city of Buffalo's desire for a more pedestrian-friendly thoroughfare, and many successful examples of freeway remediation in other cities. It never should have taken for a mother to lose her child from a negligent driver for Buffalo to gain the investment the city has been requesting for decades. The NYSDOT has been adamant through evasive rhetoric that the motorist's convenience comes first. Therefore, it needs to be understood whom and what we must seek solutions for: Are communities built for people or motor vehicles? Is there more value to the should of a human being, or the price of an automobile? Please be sure the NYSDOT keeps their priorities in the right place for all future transportation projects across New York State. Sincerely, Bradley J. Bethel, Jr.

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	265		6/5/2015	None (Member of the Community)	E-mail	<p>Honorable Andrew M. Cuomo - I am writing to you today regarding the recent changes on Route 198 in Buffalo.</p> <p>The tragedy that occurred is extremely sad and it is most sad that an appropriate guard rail or berm or other traditional highway, roadway or parkway safety mechanism had not been in place and should be.</p> <p>The tragedy that occurred this Sunday in Albany is also grave. Commerce came to a screeching halt as a stretch of highway connecting highways 190 and 33 dropped in speed not just within Delaware Park but the entire length from 50 mph to 30 mph. This is not an appropriate reaction to the car accident. The appropriate reaction was to have safety barriers in place when the 198 was built and now the State has instead chosen to take unilateral Executive action on a Sunday morning to create an enormous commerce bottleneck in the heart of the City of Buffalo.</p> <p>The State DOT needs to move to develop a better parkway plan for the 198, this also needs to take into account the exxential nature of the highway for traffic going to and from downtown Buffalo.</p> <p>If you haven't been on the 190 this week than you haven't seen the enormous impact this social media frenzied decision has had on Western New York's highways.</p> <p>I urge you to instead instruct the NYSDOT to erect a permanent barrier to protect Delaware Park's pedestrians from the highway as should have been there along and return the speed limit of the 198 highway to 50 mph to alleviate the headaches this has caused for those who rely on roads connected to the 198</p>
	266		6/10/2015	None (Member of the Community)	Mail	<p>Dear Governor Cuomo, We are all saddened by the recent death of a 3-year old boy in Delaware Park that was caused when a car left NYS Route 198. Although not accident free, Route 198 has not been the scene of frequent, multiple fatal vehicle accidents. That contrasts with a deadly site where Route 33, the Kensington Expressway, meets Route 198. It was years after many people lost their lives at the juncture of Routes 33 and 198, the poorly considered on-ramp was finally closed.</p> <p>Fast forward to today. The Route 198/Delaware Park car accident was caused by a driver who stated he fell asleep at the wheel. The "Buffalo News" reported the driver has been diagnosed with epilepsy and a sleep disorder. Does this man have a license to drive legally? If so, that is a rule that may need to be changed, not the status of Route 198.</p> <p>Designation of Route 198 as an urban street - I am against a change in designation. Route 198 is part of a road system that connects Route 190 and the Skyway with Route 33.</p> <p>Changing the status will cause changes in driving patterns that will negatively impact the surrounding neighborhoods, and needlessly show transport. Once only has to drive to Rochester, NY to appreciate how low-key Buffalo's state connecting roadways are. I am 100% opposed to closing ramps to enter and exit Route 198.</p> <p>Reuniting sections of Delaware Park - The argument to unite the park is not strong. Do we really need to unite the Delaware Park golf course, tennis courts and meadow with park barns and Forest Lawn Cemetery? I think not. There is a stronger argument to change Route 33 where construction destroyed the Olmsted Humboldt Parkway and divided what had become a black neighborhood. At this time I do not think New York State has the extra money to proceed with either promoted project. State roads and bridges, and county and local road infrastructure are in need of many repairs - some which impact public safety. Resources should be applied to fix those.</p> <p>Speed limit on Route 198 - It seems to me that 50 mph was excessive. I support lowering the speed limit. However, 30 mph for the entire length does not seem reasonable. A speed limit of 35 mph from Parkside Ave to Elmwood Ave and 45 mph from Elmwood Ave to the juncture with Route 190 does seem reasonable. Although local media hype contributes to the impression of political grandstanding, it does appear there may be some use of the death of a child as a "political opportunity" to change a state roadway. I am sure you will hear from other constituents. One hopes you will weigh all sides and fairly proceed with reasonable changes.</p>
	267		6/17/2015	None (Member of the Community)	E-mail	<p>Thank you again for lowering the speed limit on the ENTIRE LENGTH of Route 198 (the former Scajaquada Expressway). However, there is a problem with the signage indicating the new 30 mph speed going eastbound, after going through the stoplight at Parkside. There are numerous signs from the ramp coming from the 190 going eastbound, but there are NO 30 mph signs from the light at Parkside to the joins with the 33. Most drivers seem to be adhering to the 30 mph speed limit going through Delaware Park, but once they're past the light, they speed up to 50+ mph! Please don't wait for another tragedy. Please replace the 30 mph stoplights on the ENTIRE LENGTH of Route 198. Thank you.</p>

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	268		6/10/2015	The Assembly State of New York - Albany	Mail	<p>Dear Commissioner McDonald: I am writing in regard to the new 30 miles-per-hour speed limit established for a portion of the Scajaquada Expressway (NY198) in the City of Buffalo in response to the recent accident on the 198 along Delaware Park's Ring Road that cost 3-year-old Maksym Sugorovskiy his life and seriously injured his 5-year-old sister.</p> <p>While our entire Western New York community mourns the loss of this young child and prays for a full and speedy recovery for Stephanie, I agree with many of the area residents I've heard from that establishing a 30 mph speed limit on the Scajaquada was an impulsive reaction to a tragic event and was not properly thought out. Some observers contend that the rush to lower the speed limit is simply an attempt to deflect blame away from the failure of the state and city to erect guide rails or other barriers that should have been installed long ago to separate this busy highway from park users. Others caution that some officials and advocates may seek to take advantage of a tragedy to impose a controversial plan to downgrade this essential connection between the Kensington Expressway (NY33) and the Niagara Thruway (I-190) from a federally-classified Urban Principal Arterial Expressway on the national Highway Network to a low-speed, at-grade city street with signaled intersections and/or roundabouts, pedestrian crossings and increased bicycle access in this key transportation corridor.</p> <p>A number of my constituents - residents of the Riverside, Black Rock, West Hertel and North Buffalo neighborhoods in the City of Buffalo as well as residents of Kenmore and the Tonawanda's - who utilize the 198 to commute to and from work or school or to get to the airport, shopping centers, downtown events and other destinations in the city and region have contacted me in the aftermath of the accident. They are cognizant of the need to address legitimate safety issues on this highway that was designated and constructed in the 1950's but they are understandably concerned over the potential for even more traffic tie-ups and accidents that have long plagued the 198, particularly during the morning and afternoon peak hours, as a result of the newly lowered speed limit. As many as 65,000 vehicles use the Scajaquada daily. More frequent traffic delays and longer commuting times will no doubt result in many motorists opting for alternative routes, putting more automobile and truck traffic on local streets like W. Delevan Avenue, Forest Avenue, Amherst Street, Hertel Avenue, Grant Street, Elmwood Avenue, Delaware Avenue and Parkside Avenue, which are limited to capacity and already heavily traveled.</p> <p>Installing guide rails and concrete barriers along the Scajaquada in Delaware Park certainly is the most sensible reaction to this tragedy, and is long overdue. Why this simple step wasn't</p>
	269		6/12/2015	None (Member of the Community)	E-mail	<p>Dear Governor Cuomo, Thanks for directing the DOT to make changes to the Delaware Park Area in Buffalo. The 198 has been an eyesore in the Delaware Park region for years, and the amount of smog created by the constant startup and slowdown of vehicles from the Scajaquada Creek wo Main Street has been dangerous to pedestrians and bike riders, as well as a constant smog and noise related problem to those trying to enjoy recreation in the park, as well as to the animals in the nearby Zoo.</p> <p>Slowing traffic down to a moderate level up until the 198 to 33 split will also ensure that motorists who are getting on the ramps around that area will be able to do so moderately with less risk, and drivers getting off at Delaware and Nottingham will be able to do so with less risk to pedestrians trying to cross the Delaware and Nottingham crosswalks.</p> <p>Also, safety and security cameras monitoring that area would help, not only to the public who may want to view how beautiful our city is from afar, but also to those in law enforcement who may be able to help protect the public from being victim to aggressive motorists and other criminal activities.</p>
	270 PART ONE		6/8/2015	Bicycle-Pedestrian Advisory Board	Mail	<p>Dear Governor Cuomo, The city of Buffalo's Bicycle and Pedestrian Advisory Board is writing to you expressing our continued support for the ongoing efforts that the state has recently undertaken under your direction to improve the safety and quality of life for the residents of the City of Buffalo through your swift action right-sizing the Scajaquada Expressway after the tragic crash that occurred on May 30th in Delaware Park leading to the serious injury of a young girl and death of her brother.</p> <p>In 2005, the City of Buffalo and New York State Department of Transportation (NYSDOT) conducted a study known as the Expanded Project Proposal (EPP) to analyze the feasibility of downgrading the Scajaquada Expressway between Parkside Avenue and Grant Street. The purpose of this study was to find a way to redesign the roadway so as to alleviate the negative impacts it has had on the community. With significant public input, the EPP established a preferred design alternative that reduced the vehicular speed to 30 mph, improved the aesthetic of the roadway, and incorporated multi-modal facilities into its design alternative would greatly improve safety, connectivity and both access and overall quality of life for residents and park visitors, while having little to no impact on vehicular travel times through this short stretch of roadway.</p> <p>Based upon the EPP, NYSDOT began conducting an Environmental Impact Assessment for this project. However, NYSDOT expanded the EPP's Purpose and needs statement to include such requirements as ensuring the Scajaquada Expressway would continue to be used as a "feasible and prudent urban arterial" and that the project would "not significantly erode the existing level of service" for motor vehicles. Due to these changes, NYSDOT deemed the EPP's preferred alternative as being infeasible. They instead chose a preferred alternative that focuses on improving traffic flow for vehicles to alleviate congestion during peak travel times and largely ignored the community's vision. This board has provided consistent feedback to NYSDOT as far back as October 26, 2012 recommending that the community's goals established through the 2005 EPP to provide a significant reduction in traffic speed to improve safety and adhere to the city and state's "Complete Streets" policy be followed.</p> <p>Since this time, a coalition of community stakeholders, institutions and individuals lead by Assembly Member Sean Ryan have developed significant public engagement and input. This has included two public meetings that had over 300 people in attendance.</p>

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Public Comments

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	270 PART TWO		6/8/2015	Bicycle-Pedestrian Advisory Board	Mail	<p>The first meeting held at the Olmsted School provided the community with the history of the project, background information on the existing process, NYSDOT's current plans and asked for the community's input. Based on this input, fourteen principles were developed that outlined a set of community goals for the project, which included: 1. All proven traffic calming techniques should be applied to the project area to establish a 30 mph design speed and create a safe and more accessible urban boulevard. 2. Additional opportunities for public access crossing the Scajaquada via bicycle and pedestrian are needed. 3. Adequate crosswalks with the appropriate safe crossing treatments. 4. The Parkside and Scajaquada intersection should be greatly improved to provide a safer pedestrian crossing for the neighborhood and student from medaille College that use it, current alternatives do not adequately address this issue. 5. Roadway design and landscape restoration would be employed to minimize the intrusion of vehicle travel through the historic landscape of Delaware park to be greatest extent possible. 6. The Main Street intersection at the Scajaquada needs to be improved for pedestrians, bicycles and vehicles. Improved access to and exit from the Route 198 corridor at Main Street is a critical part of improvements within the entire corridor. All pedestrian crossings do not meet the state standard for safety. 7. Create a complete street that accommodates all roadway users; this includes vehicles, commuting bicyclists, recreational bicyclists, recreational joggers and walkers. 8. On-street bike lanes and pedestrian walkways are desired connecting to the citywide network. 9. Gateways should be established within each end of the corridor honoring the historical significance of this area by crating a welcoming and inspiring user experience. 10. Storm water runoff should be treated naturally throughout the entire Scajaquada corridor. 11. Improved ingress/egress from Delaware Park and other facilities is necessary. 12. Establish a long-term maintenance plan with all stakeholders and agencies. 13. Coordination with NFTA to leverage additional investment as a way to encourage alternative modes of transportation and integrate the corridor into the existing metro system. 14. Identify opportunities for additional street connections.</p> <p>The community goals continue to be circulated through a petition that had received well over 1,100 signatures in support prior to the recent tragedy. In addition, they were shared with the "bricks and mortar" institutions adjacent to the corridor to develop consensus. As a result, the adjacent institutions all signed on to a letter based upon the community goas and these were also shared with NYSDOT back on March 10th 2014.</p>
	270 PART THREE		6/8/2015	Bicycle-Pedestrian Advisory Board	Mail	<p>Through this effort, NYSDOT partnered with Assembly Member Sean Ryan to hold another community meeting at Buffalo State. During the standing-room-only session, the community not only wanted a calmer street but also articulated a vision beyond what was originally discussed - complete removal of the expressway and restoration of Delaware Park. The outcome of this meeting with NYSDOT was their willingness to go back and study the opportunity to either right-size the expressway to a 30 mph corridor or completely remove it. The community has been patiently waiting for the outcome of this promise since April of 2014.</p> <p>There are a number of examples of urban freeway removals in North America, including Seattle, San Francisco, Chattanooga, Milwaukee and new York City. There are no two that are exactly alike but teach offer important lessons supporting our community's aspirations of rte. Scajaquada Expressway. - Reduction of roadway capacity reduces the number of auto trips. To the extent that vehicle lie traveled (VMT) can be reduced, a number of additional social and environmental benefits are derived: decreased energy usage and carbon emissions; improved air quality and public health; increased safety for motorists, pedestrians and cyclists; a reduction in fumes and noise pollution; and more cost effective use of existing transit capacity. - Spillover traffic can be absorbed. Experience suggests that the ceiling of traffic volumes that can be reasonably accommodated through alternate routes on all modes, with the appropriate demand management and land use strategies may be higher then previously believed.</p> <p>Gridded street patterns, such as is present in Buffalo, are especially effective at accommodating whatever traffic remains once capacity has been reduced. Studies have shown that the addition of capacity can actually increase congestion by funneling traffic into a single direct route, rather than distributing it over a complete network. - Expressway removal does not require a major shift to transit. Removal of an urban expressway will in and of itself change travel patterns significantly. Traffic will find alternate routes and travelers will choose the most convenient mode for their trips or travel at different times or to different locations. - Expressway removal has a catalytic effect. Excess right-of-way can often be redeveloped or converted into civic amenities such as open space. Even where this is not the case, however, the impacts of the expressway removal tend to be fleet over a broad area. Surrounding property values increase, neighborhoods become more attractive to investors and visitors, and crime can be reduced through increased foot traffic and the elimination of shadowy sighing locations.</p>

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	270 PART FOUR		6/8/2015	Bicycle-Pedestrian Advisory Board	Mail	<p>Even if crime is not statistically reduced, perceptions of safety often change. None of the cities studied noted any long-term negative economic impact, even to areas that had been directly served by the expressway. - Design is key. It is not enough to merely replace a grade-separated roadway with an at-grade street. A "complete street" design that seeks to accommodate all users and implements best practice traffic calming techniques is essential design decisions should be guided by concerns about equity and efficient, sustainable use of transportation supply. - Reductions of roadway capacity must be managed, mitigated and monitored over time. Expressway removal should only be undertaken after careful consideration of trade-offs. Even under the most favorable circumstances, expressway removal is not a panacea for urban ills. Inevitably it will require sacrifices for some. By displacing traffic onto at-grade roadways, it may prove challenging to pedestrians; to the extent that it reduces auto mobility, it may promote some types of businesses over others. In any case, a civic conversation about competing values must take place. Reduced auto mobility for some trips may be acceptable if other values, such as quality of life and economic development are prioritized; which has been the case for the Scajaquada Expressway. - Expressway removal should be part of a larger strategy. Removals are most effective when they are one element of a comprehensive, clearly articulated civic vision for enhanced quality of life, sustainability and economic development that leverages the opportunities made available by removal. For all of its potential benefits, expressway removal should not be seen as an end in itself but a means to advance greater goals and objectives. Long-term policy change within NYSDOT should follow suit eliminating vehicular level-of-service (LOS) as the single design criteria for our roadways and be replaced with a multi-modal, economic development and quality of life framework.</p> <p>Moving forward, we ask that you take the following actions: - Change the Functional Classification of the 198 from an Urban Principal Arterial Expressway to an Urban Minor Arterial; - Implement short-term traffic calming measures to support the 30 mph speed limit; - Develop long-term plan to address community's concerns identified through the 14 principles; - City of Buffalo needs to simultaneously implement recommendations identified in the Parkside Avenue Traffic Study; - Lead the nation in eliminating vehicular level of service as NYSDOT's key indicator for street design.</p> <p>Thank you for your continued leadership on this issue. Sincerely, Justin Booth</p>
	271		7/3/2015	None (Member of the Community)	E-mail	<p>Dear Governor Cuomo, Your lowering of the speed limit on Highway 198 in the wake of the recent tragedy has negatively impacted my daily commute and watching people who refuse to drive at 30 mph tilting with people who are taking it upon themselves to be speed limit vigilantes by pulling in front of people and slowing down even though they don't need to be in those lanes has become terrifying. Temporary safety barriers are up, permanent ones are presumably on the way, surely it's time to return the speed limit to something more in line with the Scajaquada function as an expressway. Further, I would like to ask for your support in keeping the highway as an expressway rather than letting it become a parkway. To turn it into a parkway or a city street is to end neighborhood access to the highway and expressway systems for all the people of the North Buffalo, West Hertel and Blackrock neighborhoods of Buffalo. Yes a parkway would be pretty and nice but we require our access to get to and from work in a timely manner. There are no alternatives for us. If a parkway is necessary then turn a street that is already a street into one, leave us our expressway. Please help...and please don't write back with platitudes about how little it will effect our commutes. We drive this territory every day and know what trouble this will cause us. We already spend enough hours per day making a living, don't lengthen that. Thank you. Bob Sacco</p>
	272		7/2/2015	None (Member of the Community)	E-mail	<p>Dear Governor Cuomo, You wisely lowered the speed limit to 30 mph on the ENTIRE LENGTH of NYS Route 198 following the death of a young boy in Delaware Park several weeks ago. However, I was horrified to hear a radio new report indicating that Senator Mark Panepinto has recommended raising the speed limit on a portion of that route. (R: WBFO news story: "Panepinto says if DOT wants the speed limit between Grand and the Thruway Niagara section raised to 40-miles an hour, he could go along with that as well as raising the speed on the short section between Agassiz and the Kensington.")</p> <p>I strongly urge you to keep the speed limit at 30 mph for the ENTIRE LENGTH of NYS Route 198. Senator Panepinto's proposed speed increase makes no sense since the neighborhood between Agassiz Circle and the Kensington Expressway is residential. parts of this area are at grade with the expressway making out of control or speeding vehicles just as dangerous. The lives and well being of residents who live adjacent to NYS Route 198 are as important as the lives of the people who use the park.</p> <p>The entire length of the Scajaquada is just 3.592 miles so the time difference for motorists is negligible, but the 30 mph speed limit is so much safer and less noisy for area residents and visitors. Please, please keep our neighborhood safe by keeping the speed limit at 30 mph.</p> <p>Thank you.</p>
	273		7/3/2015	None (Member of the Community)	E-mail	<p>Dear Governor Cuomo, Please direct the DOT to ignore Mayor Byron Brown's recommendation to increase the speed limit on the Scajaquada corridor that you recently downgraded to 30 mph by executive order. As a resident of the area I support the 30 mph speed limit and support a plan to return the land to an Olmsted like parkway (see Marc Panepinto's proposal). Thank you for your vigilance in protecting the children and people who live and play in the area Delaware Park area.</p>
	274		7/29/2015	None (Member of the Community)	E-mail	<p>I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks. Your compassion for the people who live here in the City will make our lives better and help fuel the renaissance.</p>
	275		7/29/2015	None (Member of the Community)	E-mail	<p>I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.</p>
	276		7/29/2015	None (Member of the Community)	E-mail	<p>I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.</p>

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	277		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the claming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	278		7/29/2015	None (Member of the Community)	E-mail	I am very much in favor of the new 30 mph speed limit on route 198 (Scajaquada Expressway) in Buffalo, and I hope to see a complete redesign to make it into a real parkway. It runs through Delaware Park, designed by Frederick Law Olmsted, and the road should be made suitable for a park once again. I live 5 blocks from the entry to the road and use it very often. I'll be happy to add a few minutes to those journeys.
	279		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the claming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	280		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the claming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	281		9/2/2015	None (Member of the Community)	E-mail	On August 28, 2015 on the way home from the Buffalo Zoo with my two kids I was almost in a 3 vehicle accident because someone blew through on of the new stop signs on the 198 and the car behind me was tailgating. I was going 30 mph and the person ran the stop sign right into my lane because there is no longer a merge lane. The person behind me was majorly tailgating so they almost hit me when I had to stop fast for the car that pulled out in front of me. How is this safer? The knee jerk reaction to one horrible accident that had NOTHING to do with speed is going to cause how many more accidents that would never have happened if the speed had been left alone outside of the park. The issue was no barriers between a major roadway and the park not speed. The issue was someone driving a car with a medical condition who never should have been behind the wheel. Governor Cuomo's original letter stated the speed should be lowered through the park only. NOT THE WHOLE 198! it makes no sense to have a limited access expressway be 30 mph. It is causing more road rage and more problems than before. I'm all for lowering it through the park but I do not understand lowering it on all of it. I contacted the mayor's office and was told to contact you with my concerns. Thank you for listening. I apologize for being somewhat worked up about this. It was quite scary almost being in a major accident with my two young children that never would have occurred a few months ago. We go to the zoo quite often and I have never had any problems before the change.
	282		9/16/2015	None (Member of the Community)	Written Comment Sheet	*Removing the Elmwood - Parkside stretch is impractical. * Fising the Delaware Ave Exit (WB) farce is important. - Traffic back ups on the expy! *Assuming 5 mph is a typical over-speed (you have the data), a 35 mph limit, posted, would be practical. * Removing the Grant Street / Buff State entrance (on ramp) would not be good. *I do not understand the case for more ped. crossings btwn. Elmwood & Delaware - maybe I mis-read - the Lincoln "ramp" works very well.
	283		9/16/2015	None (Member of the Community)	Written Comment Sheet	Discussion of what to do about the Scajaquada has been going on for 10 years. Other than dropping the speed, adding stop signs and some guide/guardrails, little has taken place. It is time to take it all away and replace with the park, Agazssiz Circle, bike paths, pedestrian pathways. I further suggest that NFTA add more busses #32 and #23 runs, and think creatively to deal with the benighted souls who commute and will miss their 3 minute of 60 mph. The same should happen to the abomination that took over Humboldt.
	284		9/16/2015	None (Member of the Community)	Written Comment Sheet	There is a more significant precedent than what works best for the motorist, yet is repeatedly ignored in your studies. The long-term value of Delaware Park. The drivers advocating for an expressway are completely oblivious to the negative impact that Scajaquada Expressway has on both Delaware Park and its surrounding neighborhoods, even beyond las sprint's tragedy. There is little doubt that the many drivers whom don't even reside in the city would never tolerate a similar burden in their own neighborhoods.
	285		9/16/2015	None (Member of the Community)	E-mail	The idea to make Rte 198 into a boulevard is a BAD IDEA from the viewpoint of commuters. Certain improvements should be made -- as proposed by NYSDOT in 2013. Has anyone actually asked or surveyed commuter groups to see what they think of the "boulevard" idea? Commuters are "stakeholders" too!
	286		9/16/2015	None (Member of the Community)	E-mail	My suggestion is alternative 2. I travel on the road at least twice daily.
	287		9/16/2015	None (Member of the Community)	E-mail	I really don't think this is a good idea. Neither is the 30 my speed limit. Most people I've spoke with are in agreement with this. We agree it's fine to slow the speed limit down around the park, but that's it! The 198 was put there to bypass all the 30 my zones of the city. May as well just rip it out now because it's purpose is not being served, and now you want to add a crosswalk!?!? It's crazy talk. People are trying to get to and from work w this route. It's bad enough everyday, with the human population growing at a rate that's out of control. My boss will not just say, "oh it's ok your 18, I know u travel the 198 everyday" !!! Come on!!! Get a clue people! Crosswalks!? There already exist ways to get across safely!!! I'm disturbed by this whole mess. I'm not in agreement and neither are my coworkers.
	288		9/17/2015	None (Member of the Community)	E-mail	Despite the gross knee jerk reaction, including the unreasonably slow 30 mph speed limit, I'm sure most people are happy to finally see some attention to a project that was long overdue for some sort of action. My thoughts on the project are: *Turn the section from Elmwood, or even Grant St, into a parkway, with all the requisite signals, crosswalks, landscaping, and etc. * Increase the speed limit to 40MPH, at least in the section from the 190 to Elmwood. * Make sure the resulting shift in traffic from the 198 to other streets does not adversely impact other areas around the 198.
	289		9/17/2015	None (Member of the Community)	E-mail	I live in North Buffalo, not far from the 198 (for over 20 years). I reviewed all the alternatives and my first choice is #5 - remove the 198 from Parkside to Elmwood. I realize however that this option will unlikely be approved. My next choice is #4 - make the 198 a two lane street, with roundabouts, posted at 30 mph. Thank you.

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	290		9/17/2015	None (Member of the Community)	E-mail	PLEASE PLEASE install a guardrail on the Agggaziz/Meadow side. At the light at Parkside there is a spot that is only 6 ft wide separating 198 from our neighborhood. We are Olmsted too!
	291		9/17/2015	None (Member of the Community)	E-mail	Has there been any analysis done of the comparative use of the area. Count the number of cars and passengers versus the number of pedestrians. How about banning pedestrians from the area, as though it was a thruway type highway? Seems it would be a lot cheaper, and easier to implement.
	292		9/17/2015	None (Member of the Community)	E-mail	I support Alternative #1, null action. Make strong barriers by the park, but return to the former speed limit and traffic patterns of the 198. This outrageous response to an incident not caused by speed or purposely reckless driving is uncalled for. Trying to maintain a 30 mph speed while driving the majority of the expressway, with it's very tall stone walls and nothing to look at, is a mental challenge even to an experienced driver who knows the history, and creates an unnatural experience for anyone driving this road for the first time. Please, choose Alternative 1 for the Scajaquada Corridor. Thank you.
	293		9/17/2015	None (Member of the Community)	E-mail	Regarding the Scajaquada Expressway: After a fatal accident, the speed limit has been reduced to 30 mph. While the accident was tragic, it was not caused by speed, but rather an individual who fell asleep while driving. Proper barriers along the border of Delaware Park could have protected pedestrians in the park from such a freak accident. The expressway is engineered for 50 mph traffic, and the 20 mph limit is unreasonable for a roadway which has no pedestrian access or intersections, particularly in the length of the expressway West of Delaware Park. Extensive redesign is unnecessary, and restoring the speed limit to at least 40 or 45 mph is more than prudent.
	294		9/17/2015	None (Member of the Community)	E-mail	Alternative #1 is by far and away the best option for what this area needs and wants. Maintaining an expressway here ensures adequate roadways to handle the volume of traffic necessary in that area. Suitable guardrails is all the improvements that are needed despite what a couple of vocal politically connected residents would have you believe
	295		9/18/2015	None (Member of the Community)	E-mail	As a frequent runner, walker, and biker in the Scajaquada Corridor, I would like to express that my preferred alternative is the complete removal of the roadway from Parkside to the 190. A highway should never have been built through Buffalo's grandest park and we have a once in a lifetime opportunity to correct that mistake. Highway removals around the US and the world have been incredibly successful, have enlivened moribund city districts, and have generated billions in new urban development. It is time to heal the City of Buffalo and Delaware Park by removing this open wound. My second option would be for the road to resemble an ordinary city street with a 30 mph speed limit, one lane in each direction, sidewalks, bike lanes, at grad pedestrian crossings, landscaping, etc. It is time to remove the highway!
	296		9/18/2015	None (Member of the Community)	E-mail	The 198 cannot exist as a modified expressway. There are far too many poor lines of sight on this roadway and far too many "add on" entrances and exits. Either: Eliminate the access points to the I-190 on the west and the 33 on the east and simply return the Scajaquada to a parkway or...correct the lines of sight, eliminate the access points at Delaware ave (east and west) and grant street (west) and return the 198 to an expressway with the main purpose being as a connector between the 33 and the I-190.
	297		9/19/2015	None (Member of the Community)	E-mail	Until 2014, I was a lifelong Buffalo resident, and am very familiar with traveling along Rt. 198, as well as the various challenges drivers face on this expressway daily. This past Labor Day weekend, I drove to Buffalo to visit family, and decided to drive down Rt. 198, as I had read about the many changes made to the road in light of the fatal accident that had occurred in the Delaware Park stretch. In my opinion, I don't feel that a speed limit of 30 mph along the urbanized portion of Rt. 198 is appropriate at this point. While any widely publicized loss of life on an expressway will almost always spur changes, applying the blanket speed limit across the entire stretch was not necessary. In fact, most of the drivers I encountered on my drive on the westbound stretch were going well over 30mph, especially from Rt.33 to Parkside, and from Grant St. to I-190. There simply will never be a way to enforce tis, and it is pointless to do so. I do agree that changes needed to be made to Rt. 198, and have been needed for quite a while - but moderation would be the best policy here. Removing this road is not the answer, nor is leaving it as an expressway. Compromise needs to be achieved by softening the look and feel of the road. Implementing the planned guardrail and pedestrian crossing changes, re-aligning the on - and off-ramps to match the futures state of the road, and providing a more realistic speed limit transition at either end would be ideal. I applaud the DOT for putting their best effort forward for Rt. 198, considering the high amount of political and community involvement that has poured in this past summer, and will for years to come. I do hope the best decision is made that will bring this outdated roadway into the 21st Century.
	298		9/21/2015	None (Member of the Community)	E-mail	Unfortunately, I could not attend the recent meeting about the Scajaquada. However, as someone who visits that area frequently, and will in fact be riding with 1,000 other bicyclists around and over it tonight on the Slow Roll Buffalo, I strongly encourage you to make it a priority to either 1) turn the 198 into a pedestrian and bicycle-friendly boulevard, or 2) remove the 198 from Delaware Park completely, restoring as much as possible the original Olmsted design. Thank you for your consideration, and please invite me to future meetings.
	299		9/21/2015	None (Member of the Community)	E-mail	As a City of Buffalo resident I'm quite concerned that the Re 198 is not going to be redone as a boulevard at 30mph as it should be. I strongly urge you and your team to correct this travesty and make sure it's 30 mph and tree lined. We do not want a thruway through a park.

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	300		9/21/2015	None (Member of the Community)	E-mail	<p>My name is Matthew Digati and I am an incredibly proud Buffalover. I grew up on Manchester Place, which is just a few blocks fourth of here and only a 10 minute walk to Hoyt Lake. A large part of my youth was spent at Hoyt Lake, skipping rocks with my parents and swinging at the playground. My teenage years were spend meeting my friend sat the lake to play frisbee or soccer in the meadow, and now, as an adult, it has become my running path. I say Hoyt Lake, and not Delaware Park, because ever since I was a child on those swings it has seemed as though the Zoo and Ring Road have been another world away. Walking to the north side of the park meant having to cross a major intersection with speeding vehicles no matter which truth I took. It was as if one half of Delaware Park was for North Buffalo, and the other half for the rest of the city, but never one park for all of us.</p> <p>The Scajaquada is completely to blame for this. It's no secret that the 198 was an absolutely terrible idea. It' s as if the planning committee sat down and tried to come up with a way to completely ruin Buffalo's best, largest, and most picturesque park. Cars do not belong in Delaware Park; people do. The opinions on the is subject of those that line in Kenmore or Amherst, or Tonawanda, are not based on what life is like in the city or around the park, but rather how many factions of a minute can e saved on their commute to their jobs downtown. They claim that the 198 was originally built as an expressway with the job of moving traffic from one side of the city to the other, so it should stay that way. My response is that Fredrick Law Olmsted originally built Delaware Park for the residents of the City of Buffalo to enjoy; not as a convenient short cut for those that choose to live in the suburbs.</p> <p>IN regards to the plans that have been pur forth this far I have this to say; a reduction in the speed limit to 30 mph and 40 mph is not enough. The removal of 2 lanes is not enough. Traffic calming measures are not enough. The only plan that can be implemented to ensure the vision of Olmsted for our city is met is the full removal of the Scajaquada from Niagara Street to the Kensington Expressway; and as a life long Buffaloing and frequent enjoyer of Delaware Park, I demand the full removal and nothing less. This is not a farfetched idea and should not be met with bureaucratic resistance. This can, and should be, a major step in continuing the incredible resurgence and renaissance that is happening in our city.</p>
	301		9/21/2015	None (Member of the Community)	E-mail	<p>Remove the Scajaquada within Delaware Park. A highway has no business cutting the park in half. Suburbanites will find other routes. I should be able to walk from Parkside to Hoyt lake without having to use the pedestrian bridge (some of the highest rates of crime per square inch within the city of buffalo). The highway is a blight on our community. We don't want it. We don't need it. It's unsafe, and should have never been built.</p>
	302		9/21/2015	None (Member of the Community)	E-mail	<p>A park is no place for a major road of any sorts. I believe that complete removal of the 198 from Parkside to Elmwood is the answer. If the entire roadway. The NYSDOT is not listening to the public on this project. It's a shame and a waste of taxpayers money.</p>
	303		9/21/2015	None (Member of the Community)	E-mail	<p>198 ought to be removed completely. There is more at stake than the efficiency of an expressway. Its about quality of life for resident of Buffalo. Barring a complete removal, this needs to be turned into a 30mph or less parkway, with crosswalks, traffic lights, and a median. There are loads of alternate routes, and the 198 only serves the purpose of connecting two other highly accessible expressways that ultimately go to the same places.</p>
	304		9/21/2015	Complete Streets, NY	E-mail	<p>My company, Complete Streets NY, supplies surfacing materials that are a perfect fit for this and many other projects. They have unique qualities that separate them from others. We are already approved and have worked with NYC DOT on crosswalk projects in Staten Island, NY. Would you please provide a contact person for this project to move forward? Thank you.</p>
	305		9/21/2015	None (Member of the Community)	E-mail	<p>I have been following the progress of the Scajaquada Corridor project for several years now, and I would like to again voice my support for a 30 mph option that sees the roadway outfitted with traffic calming measures and more pedestrian/bike/neighborhood connection befitting a city street in a park setting (as opposed to an expressway).</p> <p>Such a plan was already studied in 2005, and it discourages me greatly to see your office once again starting from scratch and possibly not taking action for another 5-10 months of 30 mph driving habits and data to study?</p> <p>It is a step in the right direction that the 30 mph speed limit has already been implemented, but many drivers disregard it as the route is still designed as an expressway instead of a parkway or urban boulevard. To raise the limit back to 40 or even 50 would undo what little progress has been made, and encourage the most bold drivers to once again go 60+ through Delaware Park.</p> <p>I am glad that your office is engaging the public in this matter - I just hope the last 10+ years of meetings and study are taken into account.</p>
	306		9/21/2015	None (Member of the Community)	E-mail	<p>Why the NYSDOT refuse to believe that they work for us. The DOT has for over 50 years or longer has refused to listen to the public. It takes forever to even get a meeting scheduled never mind a positive change for the community. You have been looking to the Scajaquada Corridor for over 15 years with no results. In the real world you all would have been fired long ago. Your lucky you work for an agency that has no expectations.</p>
	307		9/23/2015	None (Member of the Community)	E-mail	<p>Please take further consideration of the permanent downgrading of the 198 expressway into a two lane boulevard with opportunities for pedestrian crossings. All my life I have never explored the northern section of Delaware Park because of the single bridge crossing. This highway is an embarrassment to the city of Buffalo, but its removal or downgrade is a relatively easy opportunity to improve quality of life for its residents.</p>
	308		9/21/2015	None (Member of the Community)	E-mail	<p>In regards to the 198 or Scajaquada Corridor, please remove the entire road from Main Street to Grant Street as soon as possible.</p> <p>Please do not allow any more children to be killed by cars in our parks anymore.</p>
	309		9/21/2015	None (Member of the Community)	E-mail	<p>I'm just writing to show my full support for the full removal of the Scajaquada expressway to the greatest extent possible. If not possible, then no more than 30 mph and two lanes in either direction. Thanks.</p>

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	310		9/21/2015	None (Member of the Community)	E-mail	Enough is enough. Enough with the studies. Enough with the delays. Enough with not listening to the community. I support a full removal of the highway running through the city of Buffalo's premier park. Study after study has already been done. There will be no carmageddon (http://www.crcog.org/publications/TransportationDocs/Viaduct/CS-UConnGradResearch.pdf). Give us back our city and show that the NYS DOT can be a positive progressive force of change moving forward.
	311		9/21/2015	None (Member of the Community)	E-mail	Please turn the Scajaquada Expressway into a city boulevard, embracing the city's incredible landscape and making it a much safer roadway.
	312		9/21/2015	None (Member of the Community)	E-mail	I am for a complete conversion of Rt. 198 to calm Parkway or the total elimination of this dangerous road. I have witnessed many accidents, I have been hit 2 times at Parkside in my car. People who say make it 50 again have no idea how dangerous this road is.
	313		9/21/2015	None (Member of the Community)	E-mail	I am fine with the speed limit change to 30 miles per hour, from Parkside Avenue, west to Elmwood Avenue only. All other areas speed should be increased to a minimum of 45 mph, especially east of Parkside towards route 33. The current speed is going to cause a major accident as most drivers go well above the current speed and you have a very few who try to police it down to the 30 mph limit...you are asking for trouble.
	314		9/22/2015	None (Member of the Community)	E-mail	Re: Scajaquada Expwy. PLEASE heed the voice of the public. Please. Buffalo knows what it wants? And it's not cars speeding through our most beautiful park. Was a child's death not enough to change your mind? I call on you to immediately install all of the community supported short-term measures in the 2005 EPP that was previously shared.
	315		9/22/2015	None (Member of the Community)	E-mail	After reviewing your evidence from last Wednesday's meeting it seems option 2b (boulevard/Signals/30mph/Reduced Lane Widths) seem to make the most sense. This has seemed to be the consensus for the past 10 years. At the meeting it was mentioned that the 2005 study was started in 2005. Why did that study take one year to start the publish and since has taken 10 years to reach the same conclusion? How many projects is this current team work on at a time? In regards to project bring broken into several years. This seems like a terrible idea as if the funding is reallocated or removed after a period of time we will continue to have partially finished project. This project is important to the City of Buffalo as it is currently the highway through our heart and our park. I appreciate that time is being taken to make an appropriate decision but the community as a whole and your study seems to agree on one direction (Reduced speed, higher integration with the park (crosswalks, park appropriate guard rails, connecting existing bike paths and sidewalks, gardenized median between the lanes and on the side of the lanes blocking out the view of traffic.) without the removal of a roadway that allows traffic to flow efficiently. Please keep this momentum going.
	316		9/22/2015	None (Member of the Community)	E-mail	I am in favor of keeping the speed limit slow as the Scajaquada passes through the park. In my opinion, the speed limit should raise to 50 mph, or at least 40, once past the park.
	317		9/22/2015	None (Member of the Community)	E-mail	Restore Olmsted's parkway or UPGRADE/right-sized the Scajaquada. Make it a parkway please, safe for the people FROM the City of Buffalo to enjoy. Make it east and safe for us to enjoy the WHOLE park (Delaware). Bike lanes, pedestrian lanes, more greenery etc....THANKS!
	318		9/23/2015	None (Member of the Community)	E-mail	I have driven the Scajaquada for 40 years and what happened to the child is a true tragedy, BUT the 30 mph speed limit is just a crime in itself. You have 3 college using that access. My suggestion is from Parkside to Elmwood two lanes going 40. From Elmwood to the 190 two lanes going 45. You have to raise the speed limit PLEASE!! We all drive down roads that are 40 and 45 and are able to stop. You cannot make it a parkway and if you do then 45 the whole way -- did you ever drive down Beaver Island Pkwy or Niagara Falls Blvd, Sheridan they are all 45 with stop lights. Yikes tell the Governor to quit making knee jerk reactions on a road he does not drive!
	319		9/23/2015	None (Member of the Community)	E-mail	Please don't miss this opportunity to help the city of Buffalo recover from past mistakes. This stretch of road, that cruelly runs through one of the best parks in the city, if not much of the country, needs to be either removed completely or converted to two-lane road with stop-lights, cross-walks, and other pedestrian-friendly road-calming measures. I own a small business in Buffalo, I just bought a house in the city, and I hope to one day raise children here; please make it so I can feel safe bringing them to our best park, so that we can enjoy this public amenity without fear of experiencing a tragedy like the one that occurred this summer. The opportunity to do something great is in your hands. The city is not only open to it, but craves it beyond measure. Help us make this happen; help us make Buffalo a safer, better city for all its residents, not just its commuters.
	320		9/23/2015	None (Member of the Community)	E-mail	To whom it may concern: I am writing to express my concerns over expressway 198. For 10 years, I lived on Delaware Avenue in Buffalo New York. I traveled the 198 every day to go to and from work. At this time, I continue to travel the 198 to attend art and cultural events in the city. Since the tragedy that occurred, most people do not travel 30 mph. It has been very difficult traveling from route 33 to the 190. I agree we need to decrease the speed limit from the 33 around Delaware Park to Delaware Avenue. However, I believe the speed limit needs to be increased after Delaware Avenue to the 190. This would prevent accidents with cars entering and exiting the expressway and prevent vehicle gridlock and congestion. I would prefer the speed limit after Delaware Avenue to the 190 to be at least 40 mph. Thank you for your time.
	321		9/24/2015	None (Member of the Community)	E-mail	I don't have a lot of time because we have a 4-day old baby in the house. But as a matter of fact, that's why I'm writing. I want my children to grow up in a park that is safe for them and does not prioritize automobile traffic. Please keep the speed limit below 20 and calm the traffic, or best of all, eliminate the Scajaquada. Thank you for your consideration.
	322		9/24/2015	Kleinhaus Community Association	E-mail	I think the Scajaquada Expressway should be a parkway, with a speed limit of 30 mph. It should also have protected bike lanes, rain gardens and other green infrastructure. Thank you for your time with this.

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	323		9/25/2015	None (Member of the Community)	E-mail	As a longtime resident of the area and frequent user of the 198 I fully support redesign as a two lane, 30 mph road with bike lanes and at grade intersections. If it can be done in much bigger cities, it can happen here..It currently is an unsafe detractor to the community it divides..Rebuilt as Olmsted designed it would greatly improve our lives.
	324		4/22/2015	None (Member of the Community)	E-mail	When is the next public meeting scheduled for?
	325		5/31/2015	None (Member of the Community)	E-mail	Rebuilding a roadway through Delaware Park would be like rebuilding an elevated highway on the outer harbor: an utterly stupid and expensive mistake that will haunt us for years. Please remove the Scajaquada corridor in its entirety, and replaced with enhanced public spaces and pedestrian promenades.
	326		6/16/2015	None (Member of the Community)	E-mail	Welcome to the NYS Route 198 (Scajaquada Expressway) Corridor Web Site! The route speed limit was reduced to 30 mph. Is the route now open to bicycle traffic, sharing the road space with cars and truck traffic. Is it illegal to ride a bicycle on this route?
	327		7/28/2015	Founder of Parents for a Safe Delaware Park	E-mail	Can you please advise on the delays to the interim safety measures on the 198 (stripping and crosswalks). Also please advise on the date of the first public meeting.
	328		7/31/2015	None (Member of the Community)	E-mail	Dear NYS DOT, I am writing to express my fervent support for the reduced speed limit and additional traffic safety measures on Rt 198 in Buffalo, NY. As a resident of the abutting neighborhood, I strongly support the Parkside Community Association's request for traffic safety implementations, which can be found at the following link: http://www.parksidebuffalo.org/wp-content/documents/PCA Traffic Position 6-4.pdf . My reasons for supporting the downgrade of this roadway are twofold. First, I was absolutely horrified by the death of three-year-old Maksym Sugorovskiy, who was walking through Delaware Park (which border Re-198) with his mother and sister when he was struck by a speeding car that went off the road. I walk, bike, and run through this park all the time, and am now concerned for my own safety. Second, Delaware Park, designed by Frederick Law Olmsted, is a historic treasure - it is Buffalo's Central Park. Yet, when the expressway was constructed in the 1960's it cut through the park like a knife. It is an eyesore and a source of pollution, and it does not belong right in the middle of one of the city's most prized gems. Downgrading the street and installing bike lanes, traffic lights, and other pedestrian-friendly measures will help restore Olmsted's original vision and make Buffalo a more attractive place to live and visit. Please do everything in your power to help downgrade this street as soon as possible. Thank you for your time. All best, Aimee Woznick
	329		8/3/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	330		8/9/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	331		8/31/2015	None (Member of the Community)	E-mail	8/31/15 I hear on the news today that you are again being pressured by so called safety groups to produce signals and speed bumps and what have you on the 198. I am writing to remind you that there are still plenty of us who want the 198 to stay an expressway. While I think we all like it to return to an expressway of 50 mph, most of us are willing to compromise on speed limits and to keep things slow in the Delaware Park area in order to allow the people who are concerned about the park itself their illusions of safety, though speed limits should be higher beyond the park in both directions. However, signals, speed bumps and at grade pedestrian crossings are out of the questions. I know the "parkway mafia" has captured all the media attention that the vast majority of the people that I know what to keep the expressway.
	332		9/5/2015	None (Member of the Community)	E-mail	I am still shaking from the near accident I had today and this marks the 3rd on since the speed limit, stop sign change. Extremely dangerous..can't we just change the speed limit to 45 and leave everything else alone? The rush hour is at a crawl and those of us who have to work are unable to attend meetings that are held during the work day, so we are unable to express our opinions.
	333		9/5/2015	None (Member of the Community)	E-mail	Sleeping not speeding was the problem, so why would the speed be reduced when that was not an issue? The sleeper was never charged for anything. I believe the speed was reduced for Votes or money for contractors.
	334		9/9/2015	"Petition"	E-mail	Since the speed limit on the 198 was reduced and the media has been reporting the converting of the 198 into a parkway, I have been promoting an online position for people to sign who want to keep the 198 as an expressway. The petition is at: http://www.gopetition.com/petitions/save-the-198.html . Since it is only a week till your informational meeting (where/When?) I thought that it might be time to send you the signature list. There are 74 signatures from people who want to keep the 198 an expressway and those can be read at: http://www.gopetition.com/petitions/save-the-198/signatures.html . I can read the ones listed as anonymous and pass them on to you if you want. I can provide phone numbers, email addresses and mailing addresses for all of them if you want. Just let me know. I hope this makes a difference..we really want to keep our expressway.
	335		9/7/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	336		9/6/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.

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	402		7/2/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	403		6/29/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	404		6/28/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	405		6/27/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	406		6/27/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	407		6/27/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	408		6/21/2015	"Petition"		We, the undersigned, call upon the N.Y.S. Department of Transportation and its Commissioner Joan McDonald, to retain the Scajaquada Expressway (NY 198) as an Arterial Expressway between the Kensington Expressway (NY 33) and the Niagara Thruway (I-190) and not to turn it into a city street which would end neighborhood access to the local highway system for the people of Riverside, Black Rock, West Hertel, North Buffalo and Kenmore.
	409		7/8/2015	None (Member of the Community)	E-mail	<p>I do not know if you happen to pay attention to any of the news outlets in Western New York, but you should. If you did, then maybe you would notice the problems with the NY 198 also known as the Scajaquada Expressway. Perhaps you recall lowering the speed limit from 50 mph to 30 mph? Your knee-jerk reaction to a tragic accident, yet an accident unrelated to speed, has created many problems for the commuters of this area. No, this is not just my personal opinion. This is also the opinion of many other Western New Yorkers. If you took the chance to look at any of the comments on Facebook on the WIVB, WKBW, or WGRZ pages you would know this. Then again, I can't help but think that since you do not live here then why should you really care about the problems that we face from your actions? Even Mayor Byron Brown had said that the speed limit needs to be raised back up. "Mayor Brown says city engineers have also been studying Route 198, and would like to see the speed limit on Route 198 segmented: raised it back to 40 mph outside of Delaware Park, from Elmwood Avenue west to the I-90.? We think it makes sense to increase the speed limit so that people who are merging into a faster roadway are at the proper speed to be able to merge effectively and safely". (http://wivb.com/2015/07/02/mayor-brown-calls-for-segmented-speed-limits-on-route-198/) It is quite obvious that this was a knee-jerk reaction to a tragic accident. Shall we recall some of the facts of this accident? The driver was not speeding, in fact he fell asleep at the wheel. Lowering the speed limit will not prevent other people from falling asleep at the wheel. The driver also careened off of the roadway. This could have easily been prevented if barriers had originally been installed when the route was installed decades ago. Since the accident, barriers have been installed. At any speed, if you are hit by a car, there is a likely chance you will die. So whether that car was going 50 mph or 30 mph, since the barriers were not there, that child would have sadly died. As you can see, the problem was not the speed, but lack of barriers, and that problem has now been solved. There is no need to have the speed limit to be as low as 30 mph. This is also a danger to merging and entering and exiting the 190 and 33 which are 25 mph faster than you currently have the speed set at. There were no checks or balances on your decision and it should be revoked.</p>

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Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	410		7/31/2015	None (Member of the Community)	E-mail	Dear Governor Cuomo, I am writing to express my fervent support for the reduced speed limit and additional traffic safety measures on RT-198 in Buffalo, NY. As a resident of the abutting neighborhood, I strongly support the Parkside Community Association's request for traffic safety implementations, which can be found at the following link: http://www.parksidebuffalo.org/wp-content/documents/PCA%20Traffic%20Position%206-4-15.pdf . My reasons for supporting the downgrade of this roadway are twofold: First I was absolutely horrified by the death of three -year -old Maksym Sugorovskiy, who was walking through Delaware Park (which borders RT-198) with his mother and sister when he was struck by a speeding car that went off the road. I walk, bike, and run through this park all the time, and am now concerned for my own safety. Second, Delaware Park, designed by Frederick Law Olmsted, is a historic treasure-it is Buffalo's Central Park. Yet, when the expressway was constructed in the 1960's it cut through the park like a knife. It is an eyesore and a source of pollution, and does not belong right in the middle of one of the city's most prized gems. Down grading the street and installing bike lanes, traffic lights, and other pedestrian- friendly measures will help restore Olmsted's original vision and make Buffalo a more attractive place to live and visit. Please do everything in your power to help downgrade this street as soon as possible. Thank you for your time. All best Amiee
	411		9/30/2015	None (Member of the Community)	E-mail	Dear Mr. Mozrall: I support the complete removal of Route 198 through Delaware Park and the complete restoration of both the park and its original roadway. I am a lifelong resident of Buffalo, New York who pays taxes to government on every level. I also own and drive a car, which increases my personal contribution to the funds which support the New York State Department of Transportation. There are measures which will "downgrade" this highway obstruction in our beautiful, historical park. As a resident, voter, taxpayer and driver I demand that these simple and doable ideas for lane narrowing and pedestrian crossings, expressed in communications from GoBike and the Scajaquada Corridor Coalition, and supported by Governor Cuomo, can be implemented imdiately.
	412		9/30/2015	None (Member of the Community)	E-mail	I am the former resident of Buffalo's Elmwood Village and fifth generation Buffalonian. I was not able to attend the September 16, 2015 public meeting but reviewed the presentation online. I'm very disappointed that the focus of the presentation was almost entirely on the future potential negative impacts to vehicular traffic, with little to no mention of future potential POSITIVE impacts to walking, biking, restoration of parkland, etc. I urge NYSDOT to take a more holistic approach and remember that it is a Department of TRANSPORTATION (in all its forms), not a Department of Highways.
	413		9/30/2015	None (Member of the Community)	E-mail	The Scajaquada Corridor speed limit should be kept to 30 mph for its full length. Traffic calming measures should be implemented sooner than the permanent adopted measures as recommended by the Scajaquada Corridor Coalition, and include signage changes on the I 190 from the green highway scale "Scajaquada Expressway" signs to smaller brown signs that indicate the "exit to Scajaquada Parkway". The design of the original Scajaquada Drive from Grant Street to Lincoln Parkway, as indicated on the Olmsted plan for Delaware Park, should be the starting point for redesign of the roadway in the vicinity, and incorporate the College to the Grant Amherst neighborhood. the adopted design should include state of the art water discharge treatment in place for all drainage to Scajaquada Creek. The Creek is part of the fresh water supply for downstream communities in the U.S. And Canada and could be treated as such. the past effects of excessive sound and air pollution have cast a grave negative consequence on quality of life along the length of the Scajaquada Corridor, more strongly felt the closer a neighborhood is to Route 198. Disinvestment followed the highway development and is evident on the surrounding communities of Grant Amherst and Parkside, as well as in Delaware Park itself. Mitigation and repair should be most highly prioritized in redesign. Apply the design standards and mitigation that would be required if a roadway would be proposed today on the same route of the current 198, without a highway there--through an Olmsted Park, and over in Scajaquada Creek.
	414		9/30/2015	None (Member of the Community)	Email	Mr Mozrall, Standing at the intersection of Delaware and Nottingham today, I waited while the westbound Nottingham traffic turned southbound on to Delaware. I wonder why there isn't a turning arrow for east bound Nottingham traffic turning northbound on Delaware as well? Wouldn't this eliminate some of the backup on the expressway? There are 3 lanes to accommodate this at the intersection. Might the DOT consider this minor change to eradicate the concern of safety at this intersection? In 1995, I purchased a historic building in the Delaware Park neighborhood specifically for efficient access to the major arteries for my employees who perform home services. The building was severely Dilapidated. I invested over a half a million dollars in creating a retail store and light manufacturing concern which employs 15 people in the city. Yes, we are a small company but that access added greatly to my decision to locate within the city limits. Now, after all this investment, the very reason for my coming is being taken away to satisfy a comparatively small segment of the population. From 1965-1972, I attended Nottingham Academy which was located at Nottingham and Lincoln Pkwy. From 1985-1997, my mother owned the home on Nottingham Terrace directly across from the tennis courts at Delaware Avenue. You can see, I have a lot of personal experience with this stretch of the city. I road my bike to school as well as took the NFTA bus. I walked the pedestrian bridge hundreds of times and played tennis routinely. At no time did I feel unsafe, subjected to undue traffic noise, deteriorated air quality or lack of access to the park. It's a city. Some things are just expected and others, very appreciated including an efficient way to get around all the urban traffic. While I agree with the need to install the barriers, the dramatic reduction in speed to 30mph is intolerable. Residents along Maple Road in Amherst live right at the highway's edge with a speed limit of 45 mph. Why is it ok there and such a debate here? I'd like to go on record as vehemently opposing the substantial changes to the expressway which I see as a large waste of taxpayer dollars-especially the proposed new crosswalks and traffic signals at areas that already have mechanisms for crossing. The Scajaquada Expressway does not belong to the Scajaquada Coalition or the neighbors on Parkside. It belongs to everyone. Thank you for allowing me to voice my opinion. Diana Augspurger 716-912-1851

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	415		9/30/2015	None (Member of the Community)	Email	<p>TO: Craig Mozrall, NYS DOT FROM: Anthony James, Parkside, Buffalo resident Date: 30 September 2015 I appreciated the opportunity to see the latest DOT renderings of the various proposals for the 198 corridor at your September 16 the public meeting. Unfortunately I had to leave to go to another commitment before the talk by DOT staff. However, I studied the presentation boards and am most in favor of the 30 mph two lane with bike lane approach (without a median). This seems to provide enough movement through the park to satisfy transportation needs without overly burdening surrounding streets. I find some of your projections of street traffic volumes to be unrealistic, especially based on what we had been told earlier would be great difficulties in just lowering the speed limit to 30 mph, and such great difficulties never materialized. I was disappointed that the removal option was not looked at realistically, as restoring the park road, which would be part of the that option, would still be carrying traffic, and thus not at all resulting in the traffic conditions on surrounding streets shown in your traffic volume graphic. the road would still go through the park and people would still drive on it to get to their destinations on the other side of the park. I'm not sure why your engineers didn't know that or didn't take that into account. At any rate, the two lane version clearly is the best option for returning the park to a more natural, original condition, and will likely improve values of surrounding property and improve the park as a desirable destination, thus leading to an increase in potential business for businesses close to the park. So economically and socially this seems like the best option as well as being the most respectful to the historic integrity of the park, and most geared towards promoting visitor ship, both local and tourist visits. Many thanks for the opportunity to comment. Sincerely, Anthony James</p>
	416 PART ONE		9/30/2015	None (Member of the Community)	Email	<p>Currently no traffic calming measures have been implemented at either end of the Scajaquada Corridor. The entire corridor? NY State Route is a NYSDOT responsibility. You built it. And because it was built and maintained it poorly, it now has a long history of tragedies and collisions that led to the recent imposition of a 30 MPH speed limit by the Governor. Yet large sections are not receiving equal (or any) treatment. Travel lanes have not been re-stripped west of Grant Street nor ease of Parkside Avenue. Likewise, the entrance ramps at Humboldt Parkway and Grant Street have not received stop signs as was promised. In total, they are neglecting about 1.6 miles of this 3.6-mile soon-to-officially-be-former expressway (that's about 45 %). At the recent public meeting Kaminski actually said that the traffic was moving too fast in these areas to implement traffic calming measures. So, the DOT won't facilitate the speed limit set by the governor, desired by the local community, enforced by city police, and variously obeyed commuters, because... they're driving too fast? This circuitous logic is the stuff of old-stick comedy routines. This is actually a BIG problem because, according to the DOT, about 80% of what influences a driver's speed isn't the posted speed limit-it's how the roads are designed. The speeds we drive are mostly determined by things like lane widths, the presence or absence of bike lanes and sidewalks, types of street lighting and signage, street banking, curves, and other so-called "geometric features"-in other words, all the things the DOT refuses to implement at both ends of the corridor (and is dragging its heels about in the middle). Kaminski also refused to explain why they are not removing the excessive expressway signage designed to be seen a half mile away by cars driving at expressway speeds. With the speed limit now set at 30 MPH these signs aren't necessary. And, they lure drivers to speed because they are yet another visual cue that they should be driving expressway speeds. One of the DOT's posters even pointed out that 98% of drivers west of Grant Street (where no traffic calming measures have been implemented), are speeding-funny how that works. They didn't specifically discuss east of Parkside (also where no traffic calming measures have been implemented), but as a resident of the Parkside neighborhood, the same number looks about right. If the DOT is enabling speeding in the outer 45% of the road, How can we expect drivers to obey the speed limit in the center 55%? Another important factor related to speed is enforcement. Recent legislation reformed the adjudication (the determination of innocence, guilt, or other) of moving violations in the City of Buffalo. As a result, moving violations are now adjudicated here in Buffalo instead of Albany.</p>
	416 PART TWO		9/30/2015	None (Member of the Community)	Email	<p>Because of this , we can now do things like plea speeding tickets down to parking tickets. It also means revenues generated this way will stay here in Buffalo...So the era of Wild West driving in the city is over and we all must learn to drive like we do in the suburbs we dare not speed through. Taken together, the erratic implantation of traffic calming measures and the new incentive for enforcing moving violations is causing a lasting and serious problem. Because, according to state government officials, the new 30 MPH speed limit is here to stay. And most of us really, really want it to stay. But-without the implementation of every possible "short-term" traffic calming measure, the situation is untenable. By the end of July alone, the City has issued over 500 speeding tickets on the 198. For people racing back and forth to work, living paycheck to paycheck, the fines are bitter pills to swallow. And, as a traffic calming measure, enforcement is not working. People are still speeding because the real traffic calming measures are inadequate and not implemented everywhere. People entering the corridor from either direction get used to speeding there and find it harder to slow down in the middle section. For those of us trying to obey the speed limit, it feels unsafe to drive the speed limit when others are speeding past us. You're facing one lawsuit already. Fix the road the right way before you face more. The serious and very dangerous problems with the Scajaquada are to well -documented to plead ignorance. Sincerely, Dan Cadzow</p>

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Public Comments

As of September 1, 2016

Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	417		9/28/2015	None (Member of the Community)	Mail	To: Craig Mozrall Special Projects Manager, NYS DOT Region 5 Cc: Assemblyman Sean Ryan Date: Sept. 28, 2015 Re: Rte. 198/ Scajaquada Expressway I came away from the SOT'S community briefing on Sept. 16., 2015 with two thoughts: appreciation for the Project mandate(harmonize the roadway with the neighborhood), and dismayed by the timeline (8-10 years for planning & construction). <u>Never the less, something must be done to modify the Delaware-Nottingham exit from the expressway now.</u> This is a dangerous situation with frequent consequences for both people and property. The end of the of ramp crosses the <u>only</u> pedestrian/bicyclist link between the east and west sections of Delaware Park. A DOT exhibit identified more that 40 accidents at the nexus of Rte. 198/Nottingham/Delaware. At the evening rush hour, I have counted more than 35 cars queued up on the expressway waiting to turn onto the off-ramp. A few years ago an 18 wheeler heading south on Delaware flipped over trying to navigate the 90 right onto Nottingham followed by a 90 left 50 feet later to access the Rte. 198 on-ramp. Semi -trailers entering 198W must make a 90 right turn from a full stop into two lanes of traffic. Here are a few suggestions to address the problem in the short run. 1. Eliminate the ramp. (preferred) 2. Make the ramp one-way with two lanes, "on" in the morning and "off" from 4-6 PM, with appropriate signage and signal controls. 3. Make the ramp off-limits to large trucks. The existing on/off ramp-limits to the Scajaquada X-way at Delaware and Nottingham is a public safety hazard that demands your immediate attention. Respectfully, James Biletkoff
	418		9/30/2015	None (Member of the Community)	E-mail	Dear Mr. Mozrall: According to the panel discussants at the last public meeting, the new Draft Environmental Impact Statement (EIS) will take 12 to 24 months to complete. As one who has worked this far along in the projects, I have to ask: Why it will take so long to amend a project that is already this far along in the process? Then, after a period of public comment, a final EIS will be issued and the project will of out to bid after an additional 18 to 24 months. Again, why does it take so long to address the public's comments? Who's getting rich off of all this (hint: the private consultants)? Despite not knowing what the final design will be, they estimate it will cost \$120 million and take four years for construction. Those construction estimates seem a bit inflated from earlier estimates which I recall being around 16 months (note to self-take more screen shots). It's again hard not to interpret the DOT'S proposed budget and timeline as an attempt to wear us down. If it is, it's not working. One estimate puts the cost to days go the DOT's current, never -ending EIS at \$4.5 million. That doesn't include the repairs being made to keep the crumbling infrastructure limping along or the traffic calming measures now being implemented. Why couldn't those funds and energies have been spent on the designs put forth in the widely accepted 2005 EPP? That EPP included a set of interim measures for traffic calming and restoring connectivity that included a 30 MPH speed limit that would have cost about \$5 million. If the DOT would have investor its \$4.5 million (plus) into that plan, instead using it to advocate for a dangerous, polluting expressway very few of us want, we'd be enjoying it already, that family wouldn't be needlessly suffering and our air would be that much less polluted. How long can this go on before the maintenance of this outmoded expressway is untenable? How much money will the DOT continue waste on these repairs and studies? Will it take another family being savaged to get them to comply with the wishes of the communities they have imposed upon for so long? Or maybe it will take another lawsuit, this time seeking reparations for the damages the expressway inflicts on our health and property values, to finally get the DOT to do the right thing. Sincerely, Daniel Cadzow
	419		7/27/2015	None (Member of the Community)	E-mail	Please keep 30 mph speed limit the entire length of Rt. 198. Repealing it would send the message that it was just an overreaction to &"unfortunate" tragedy. We have an opportunity to <u>right an historic wrong imposed upon our community.</u>
	420		7/27/2015	None (Member of the Community)	E-mail	I want to thank you for lowering the speed limit on Route 198 in Buffalo. This was long overdue, and I am very sorry it took the death of Maksym Sugorovskiy to bring it about, but I applaud you for doing so. And I ask that you continue to work on redesigning the road so that it can stay a 30mph street. It's status as an expressway should be done away with all together, and it's reincarnation as a parkway is the best outcome. The stress level in driving the road has been greatly reduced with lowering the the speed limit. I drive on the road a number of times each day, and am so grateful for the reduced speed. Now you don't feel like you are taking your life in your hands just to merge onto the highway! Many thanks again, Sincerely, Anthony James
	421		7/27/2015	None (Member of the Community)	E-mail	Parkside Avenue has been a dangerous, congested route for may years. Homeowners can't get out of their driveway during the morning commute and get into heir driveway during the evening commute without fear of a collision. Horrific accidents happen near Parkside and Florence leaving major damage to personal property. Since the speed limit was reduced on the Scajaquada to 30 mph, Parkside Avenue has seen some improvement. Traffic congestion in the morning and afternoon has considerably dropped. Cars are traveling at a noticeable reduced speed during all hours of the day. There is less noise. Homeowners along the Scajaquada can now sit on their front porch and enjoy the summer. These residual effects are promising. Living near and driving the Scajaquada Expressway daily, I have noticed people are driving slower and trying to adhere to the 30 mph speed limit. It feels safer while driving and I bet the people using Delaware Park feel safer. Please keep the Scajaquada Expressway 30 mph. Sincerely, Monica Cichon
	422		7/28/2015	None (Member of the Community)	E-mail	I wish to make it known that I am in full support of the reduction of speed on the Scajaquada expressway. I am also in full support of the downgrade of the 198
	423		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway in Buffalo. Please planned efforts to continue the calming of the roadway, removing the expressway designation, reduction of lane widths, introduction of bike lanes, and installation of the three planned crosswalks as a <u>starting point.</u>
	424		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the <u>three crosswalks.</u>

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	425		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	426		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the roadway, including reduction of lane widths and installation of the three crosswalks.
	427		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	428		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	429		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	430		7/29/2015	None (Member of the Community)	E-mail	I support the 30 mph speed limit for the Scajaquada Expressway. Please begin planned efforts to continue the calming of the expressway, including reduction of lane widths and installation of the three crosswalks.
	431		7/29/2015	None (Member of the Community)	Mail	New York State Department of Transportation 100 Seneca Street Buffalo, New York 14203 RE: Delay in Restriping of Former Expressway (Route 198) Dear Sir or Madam: I read with concern the article in this morning's newspaper about a delay in the short term measures intended to bring more safety to Delaware Park. The safety of park users requires that traffic calming measures, including restriping of the former expressway lanes, go forward in order to slow traffic. The delay in doing so is inexplicable, as cars and commercial traffic regularly speed through the area notwithstanding attempts by local law enforcement to enforce traffic laws. I request that the restriping of the former expressway go forward without delay. Thank you. Very truly yours, Alan J. Bozer AJBdag Doc # 01-2880301.1
	432		7/30/2015	None (Member of the Community)	Mail	New York State Department of Transportation 100 Seneca Street Buffalo, New York 14203Re: Short Term Measures on Former Expressway (Route 198) Dear Sir or Madam: The Scajaquada Corridor Coalition (SCC) is a group of community organizations that have banded together to work for the community interest in the area along the Scajaquada Corridor. We request a meeting to discuss our concerns over short term and long range plans. The community's interest in the Scajaquada Corridor include either a long term downgrade of the former expressway, or its removal. The community interest was recently heard at the July 15 meeting, at the History Museum attended by more than one hundred fifty interested individuals. We are interested in short term measures for safety and right sizing while long term plans are studied. <u>In that regard, the SCC adamantly opposes any change in the 30 MPH that now governs the route of the former expressway from Main Street to the I-190.</u> In addition, we believe that other traffic calming measures should be undertaken and maintained until the long range plan is complete. The SCC requests the opportunity to meet with the NYSDOT and to confer concerning these short term measures. We Request a meeting to address the following: 1. Application of proven traffic calming techniques to project area to establish a 30 mph design speed, and create a safe and more accessible urban boulevard. 2. Identification of opportunities for public access crossing the Scajaquada via bicycle and pedestrian. 3. Installation of adequate crosswalks with appropriate safe -crossing treatments. 4. Improvements of Parkside and Scajaquada intersections to provide a safe pedestrian crossing for the neighborhood and students from Medaille College; current alternatives do not adequately address this issue. 5. Employment of roadway design and landscape restoration to minimize the intrusion of vehicle travel through the historic landscape of Delaware Park to the greatest extent possible. 6. Improvement of the Main Street intersection at the Scajaquada for pedestrians, bicycles, and vehicles. Improved access to and exit from the Route 198 corridor at Main Street is a critical part of improvements within the entire corridor. All pedestrian crossings do not meet the state standard for safety. 7. Creation of a complete street that accommodates all roadways users, including vehicles, commuting bicyclists, recreational bicyclists, recreational joggers, and walkers. 8. Creation of on-street bike lanes and pedestrian walkways connecting to the citywide network. 9. Establishment of gateways within each end of the corridor honoring the historical user experience. 10. Treatment of storm-water runoff naturally throughout the entire Scajaquada corridor. 11. Improvement of ingress/egress from Delaware Park and other facilities. 12. Establishment of a long term maintenance plan with all stakeholders and
	433		8/25/2015	None (Member of the Community)		New York State Department of Transportation 100 Seneca Street Buffalo, New York 14203 Re: Short-Term Measures on Former Expressway (Route 198) Dear Sir or Madam: I request the courtesy of a response to the attached, which I sent last month. Also, we request information concerning the proposed "pedestrian crossings" proposed for Delaware Park. Please provide. Perhaps a meeting would be the best way to provide this information. Please advise when we can meet to discuss these measures. Thank you. Scajaquada Corridor Coalition Alan J. Bozer, Chair SCC Governmental Relations Committee

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	434 PART ONE		11/4/2015	None (Member of the Community)	E-mail	<p>Dear Mr. Mozrall, After the recent crosswalk plan was initiated, rethought and undone... Thank you... Most of the comments I read from people on my side of the argument to keep the Scajaquada Expressway an expressway, were mostly of relief that everyone had come to their senses and things would go back to the way they were... If I understand what I read in the media, there will be public meetings in the spring to discuss this further, I am attempting to form a group that will actively counter, or at least input alternate plans of the corridor coalition. Generally I, (we) would like to see more guard rails, no crosswalks, speed limit backup to 45 mph, and some fix for the Parkside intersection-- another bike/ pedestrian bridge at least. --(maybe block Parkside off completely with traffic redirected before the park) I apologize for being a neophyte with all of this - here are a few questions I have... And I'm not even sure you are the one I should be directing them to, so perhaps you can point me in the right direction, if I should be looking for these answers elsewhere. 198 Questions: -Where can I get a copy of the proposal from 2005 The NYSDOT webpage for this project can be found on the internet at https://DOT.NY.GOV/ScajaquadaCorridor. If you select the reports/documents button, the PDF of the 2005 Expanded Project Proposal is listed as City of Buffalo Proposal. The website also contains meeting minutes and display materials that have been used at public involvement meetings during the past several years. -What do I need to submit a new proposal or updated modifications? You can send comments via the project website, or you can send comments directly to me at craig.mozrall@dot.ny.gov. All comments received will be given consideration and will be included as part of the permanent project records. -What kind of group (how many, what kind, classification, charter, etc.) do I need to officially participate with the DOT? There are really no specific rules on the formation of a stakeholder group. If a group of people sharing a common interest requests to be included in the stakeholder meetings, they just need to provide to the NYSDOT contact information, designate a single representative for the group and the NYSDOT will inform you when stakeholder meetings are scheduled. Is there a specific illustration or design format / size / protocol for submission of plans?(I didn't know how to use Photoshop 10 years ago) There are no requirements or protocols for comments or proposals. - Where do I find reports and or statistics on accidents before and after the speed change? That information is only made available if you file a formal request following the protocols set out under the NYS Freedom of Information Law (FOIL).</p>
	434 PART TWO		11/4/2015	None (Member of the Community)	E-mail	<p>The Buffalo NYSDOT Regional Office has FOIL request coordinator, his name is Paul Uebelhoer, his e-mail address is Paul.Uebelhoer@dot.ny.gov. -Where can I get specifics on the situation -of accidents on the 198 (before and after the speed change? That information is again only available through the FOIL process. -How might I get in touch with all those people who got speeding tickets? NYSDOT does not have any information on traffic tickets that are issued. -Is there somewhere I should be looking for specific updates, meetings and plan changes? The project website contains information that is updated periodically. If you request to have your name added to the project's e-mailing list, you will receive meeting announcements. Your assistance is greatly appreciated and if there's someone else I should be in contact with in the Department of Transportation, besides yourself, please redirect me on that as well. Thank you. Sincerely, Kent Bostock 39 Woodette pl. Buffalo NY 14207 / 716.316.2505</p>
	435		2/10/2016	None (Member of the Community)	E-mail	<p>I am a North Buffalo resident and use the 198 multiple times daily. I am disappointed not to be able to attend tonight's meeting but I wanted to offer my 2 cents. PLEASE PLEASE PLEASE INCREASE THE SPEED LIMIT ON THE 198 FROM ELMWOOD TO THE 190 TO AT LEAST 45. IT IS A WELL PROTECTED STRETCH OF ROAD THRU INDUSTRIAL AREAS AND ROAD SPEED LIMITS INCREASE AND DECREASE ALL THE TIME BASED ON POPULATION DENSITY. I RELY ON THE 198 FOR QUICK ACCESS TO THE 190 AND THE LAST FEW MONTHS WITH 30 MPH HAVE BEEN UNBEARABLE!</p>

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	436 PART ONE		2/11/2016	None (Member of the Community)	E-mail	Mr. Driscoll, Thank you for a productive meeting. I'm not the best public speaker so I hope you will accept my final thoughts personally. • There is a reason there are 50,000 people on the 198 everyday. 50,000 people find it convenient and don't want it changed despite the arguments of the few thousand that have been represented to date. This is an undeniable statistic and proven by the fact that you must continue and, in fact, enhance traffic calming measures 8 months into the change. When it is no longer convenient because it is no different than any other city street, some 40,000 cars will select alternate routes. Mr. Williams proved that point tonight when he described his experience with the traffic in front of his home. • As a business owner on one of those alternate routes, you would think I would be excited for the supposed extra exposure. However, I know that the promise of increased commerce is a fallacy (or at the very least grossly exaggerated). When the Italian Festival re-routes Hertel Ave traffic directly in front of my store, I receive no boost. In fact, regular customers stay away to avoid said traffic. I would not wish that for Hertel Avenue. • I am happy for my friends that are retired or have a slow-paced life but I run two companies and volunteer for four not-for-profits. I valued the efficiency the 198 gave me and miss it terribly as do the 15 employees I have in my service business. I chose my business location in 1995 expressly for it's proximity to the expressway and the connecting arterials. I put \$500,000 into a bank foreclosed, neglected building on a residential street and greatly improved the property values. However, I'm already contemplating moving my operation out for better access to the north/south corridors. I can't afford to be mired in the middle of the city. I'm not the only company fearing being encumbered this way either. • People spoke about air quality tonight. What does 50 cars at a stop light do for them? • Lastly, Buffalo and it's suburbs have many streets with residential housing that are 40-45mph. Maple Rd, Elmwood Ave in Kenmore, Klein Rd and Sheridan Drive come to mind. I lived directly across from the controversial Delaware / Nottingham exit ramp for 10 years. When you live in a city you expect certain living conditions. Never did my family or I expect the expressway to be removed or altered. How much park does a city really need to insure a good quality of life? We have acres of accessible park but only one cross-town thoroughfare. Now who is being unreasonable or selfish? Beautifying the 198 and integrating it into the park landscape does not require crosswalks and signal lights to be successful. People can safely and easily cross the 198 at all the current intersections with the exception of Parkside perhaps.
	436 PART TWO		2/11/2016	None (Member of the Community)	E-mail	I would like to note that if anything would be improved by reconnecting the sides of the expressway, it would not be route 198. It would be the parts of Humboldt Parkway flanking the NY33. Please allow the 50,000 daily Rt 198 users to enjoy a smooth, uninterrupted ride through the park at a reasonable speed of 40-45mph so that the peripheral neighborhoods remain undisturbed and the efficiency of crossing the city is maintained. - Diana Augspurger 2/11/16 - Matthew Driscoll responded - Thank you for taking the time to provide your thoughts to me, I do appreciate it and will share these points with the team at DOT. 2/11/16 Ms. Augspurger responded: Good meeting although it was so disappointing to hear Mr. Driscoll talking as though things were so finalized. I fear he is looking to make a mark in his new job by being the guy that "got it done" . Understandable but at what cost to us? I am sharing an email I sent to him last night. Not that I think it will do much good but at least I will know I said these things to decision makers. There really should be some compromise for us. One firsthand story to share...back when the NY33 was built, the city utilized eminent domain to gain some of the land needed. My friend Connie tells me that her Dad had saved for years to purchase their house on Carlton St. just one year prior. She tells me that they lost everything. I would have thought they would have received fair market value but she says no. Now, there is a group that has something to complain about.
	437		2/10/2016	None (Member of the Community)	Written Comment Sheet	1) Now that the traffic has been slowed - will you be using recent data to update your stats? 2) Has there been more or less traffic incidents?
	438		2/10/2016	Creative Storage	Written Comment Sheet	1) Since the Delaware/Nottingham exit causes a disruption to the flow of traffic, why not move the tennis courts down a ways and add a direct off-ramp for traffic to Delaware Ave South? 2) I feel bullied by a comparatively small group of residents that have much too personal an agenda 3) The removal of the merging lanes has made the expressway far more dangerous. 4) I am an advocate for restoring the speed to 45 mph.
	439		2/10/2016	NABET	Written Comment Sheet	Please change the speed to 45 mph between Parkside and Elmwood Ave. Elmwood and 190 put back to 55. use Calm devices between Parkside to Elmwood.
	440		2/10/2016	None (Member of the Community)	Written Comment Sheet	Over 130 residents of the Parkside neighborhood sent NYSDOT a letter asking for safety improvements and pollution controls. Will NYSDOT address those before the Final EIS is issued?
	441		2/10/2016	None (Member of the Community)	Written Comment Sheet	I do not want to see pedestrian crosswalks on the Scaj. Ex. I feel if you do - there will just be more accidents and injuries. Also, 30 mph is way too slow. 40 would be better. When I drive at 35 mph everyone around me is whizzing by. So if you are going to keep it at 30 mph - more enforcement is needed. But - remember this tragedy occurred by someone with a medical emergency. Not due to speeding. Also note for the 30 - 40 or 50 years this expressway has been open - I don't believe anyone was killed in the park by a car. Barrier should have been put up years ago near the park area.
	442		2/10/2016	None (Member of the Community)	Written Comment Sheet	The pedestrian crossings at Parkside ave lack R1-5 series crossing signs. The stop sign at the west side is actually 30 feet past the crosswalk. Can pedestrian safety there be improved immediately?
	443		2/10/2016	Friends of the Japanese Garden of Buffalo	Written Comment Sheet	1) Please restore the Olmsted Parkway as planned. Plant more trees - let pedestrians and bicycles cross the parkway safely and easily! 2) Students at Buf State need to be encouraged to cross the road to enter the city through the park. 3) Plant blossoming Japanese cherries in sight of the Japanese garden on Mirror Lake.

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	444		2/10/2016	None (Member of the Community)	Written Comment Sheet	I want to keep the expressway! If safety is the issue I'm willing to sort with you for a safer expressway. If the issue is a parkway, I suspect that less than 2000 people are for it. According to the city's website less than 2000 people live in Parkside. You can not put 70,000 cars a day on city streets to grease a squeaky special interest wheel. You need to do better at outreach these meetings are not being publicized. The public just hears what the special interest tell them. Stop giving Tyan a forum. He doesn't represent the entire community just the 2K.
	445		2/10/2016	None (Member of the Community)	Written Comment Sheet	First, Thank you. I am very happy that DOT is on board with the neighborhood to make the park accessible and safe for all. I didn't hear much about plans for the far east & west ends of the 198. I hope that the measures spoken of tonight will extend the full length of the 198. I would like to see full accessibility between the Buff State campus and the Black Rock neighborhood, the restoration of Assizi Circle and reconnecting the Hamlin Pk & Parkside neighborhoods. And then please extend these changes to the 33.
	446		2/10/2016	None (Member of the Community)	Written Comment Sheet	As a homeowner and resident of the Elmwood Village for the last 18 years, our family urges the NSYDOT to remove the highway from the Olmsted Park. The Olmsted park should be a park for public citizens to enjoy as a park. A highway does not belong in a park. Tractor trailers should not be cruising by children playing soccer 20 yards away. The highway should be completely removed and given back tot he Olmsted Park. No road should be going thru this park. People should take priority over vehicles in a park setting. Lastly, it's embarrassing that we are still talking about this 15 years after it was originally proposed to remove the highway. I came to those meetings and now I have two children ages 8 and 11. I hope something happens before they graduate from high school.
	447		2/10/2016	None (Member of the Community)	Written Comment Sheet	From your speech I don't hear you say that you conversed with any people who are anti-change to the expressway. I feel this project need a vote by the county as it effects more than 1 neighborhood. I also don't believe that the DOT has been open about when meetings and decisions are being made. I believe that the 198 needs to remain an expressway.
	448		2/10/2016	None (Member of the Community)	Written Comment Sheet	While I understand that the portions of the 198 that terminate west near Niagara Street with I-290 and East with the 33, but those connections NEED to be considered. The reason why I believe it is important to consider the connections to 198 is because those two points dictate the character to the entire roadway. Driving 30 mph is dangerous because (one reason) 15% of traffic, which I don't bet are mostly rush hour traffic, continuously drive at highway speeds connecting to the 198. My suggestion is to look at either remove those connections to the 198 at the 290 and 33 or move those connections elsewhere. 290 ramp can connect at Niagara Street and 33 connect at Kensinton. If not in this project phase II because this characteristic changes the road.
	449		2/10/2016	Claremont Ave Block Club President	Written Comment Sheet	Please add me to the mailing list.
	450		2/10/2016	Shared Mobility / Elmwood Village Assoc.	Written Comment Sheet	Please educate drivers to the best of your ability how important it is to have safe accessibility for bicyclists and pedestrians. I think drivers who oppose the reduction (many of them anyway) may not grasp the reasons why because they are stuck in this traditional attitude that cities and roads are built for cars and not people. Include initiatives in your project to get people to choose ALTERNATIVE TRANSPORTATION , biking, walking, taking public transit.
	451		2/10/2016	None (Member of the Community)	Written Comment Sheet	I think you're on the right track, turning this away from an expressway and seeking to re-integrate Delaware Park from two separate parks back to one park. A "boulevard" is, I believe, by definition a wide street and will still serve to separate the park into two sections. People will still see Scajaquada Boulevard as their route through Buffalo and will tend to be aggravated by having to go slowly through their "express" route across Buffalo. This will cause a lot of aggravation. It would be better to turn this into a parkway from Parkside road through to Grant street and o away with the high speed looking expressway on-and off ramps to the 33 and the 190. The exits at these points off the 33 and 190 should be like the exits, say to Bailey Avenue or Best Street. Trucks can use the 190, 90 and 290 to get around Buffalo to downtown or other industrial and city areas. In summary, turn this into a city street / parkway so that people have to seek other ways to speed around Buffalo. Keep the park a park and the route through the park as just that, a city street through the park.
	452		2/10/2016	None (Member of the Community)	Written Comment Sheet	1) The entire length of the 198 needs to be addressed from 33 to 190. 2) The medians are necessary. 3) We need enforcement of the speed limit now. 4) Please address the effect that the roadway has on the waterway. The elevated roadway is not just ugly. Consider removing the section from I190 to Grant Street.
	453		2/10/2016	None (Member of the Community)	Written Comment Sheet	Continue to hold public meetings. Do not overlook the economic impacts of the project. I appreciate your taking a more holistic approach, rather than just a traffic management project.
	454		2/10/2016	None (Member of the Community)	Written Comment Sheet	The speed limit was lowered to 30 mph after an accident in which a child was killed, but I was wondering what other factors where used in the decision to lower the speed limit? Why was the western end of the expressway's speed limit lowered also? There is no pedestrian automobile conflict potentials in this area.
	455		2/10/2016	None (Member of the Community)	Written Comment Sheet	I heartily commend and endorse the direction that this development has taken in this recent project revision, to a boulevard. Question: Will any changes occur to the Scajaquada Creek in conjunction with the anticipated changes to the highway? Will there be any changes contemplated to other city streets (i.e.: Amherst Street, Forest Avenues.) That may have to accurate increase traffic flow?
	456		2/10/2016	BRR Alliance	Written Comment Sheet	Please look at the connection of the 198 to the 190 both from a safety perspective and an economic potential for growth along that area. This is a gateway to the International Border and Niagara Street.

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	457		2/10/2016	UB - Architecture Student	Written Comment Sheet	Though I was hoping for further discussion on partial or complete removal of the highway (and restoration of Delaware Park), I am optimistic about the direction in which the plans are headed. I hope that you consider looking at restoring Agassiz Circle, so at least partially restore the glory of Olmsted's vision. Traffic circles are an efficient means of serious need of being addressed. Additionally, I open that a similar approach might be taken at the Humboldt Kensington Ave intersection which is one of the worst intersections in the city.
	458		2/10/2016	None (Member of the Community)	Written Comment Sheet	If it were up to me the Scajaquada would be completely removed. I think the DOT should study the full removal and release a study on traffic impacts on arterial streets such as Ferry, Utica, Delavan and Amherst. However I do recognize that this may be unrealistic. If the DOT does go through the boulevard option it is extremely important to include options for bikes and pedestrians. The Scajaquada should be reclassified as a low speed parkway if it is no removed. Should be 30 mph for the full lengths and should have medians. Should only be 2 lanes. I thank the DOT for being so progressive in this matter.
	459		2/10/2016	UB Student	Written Comment Sheet	I would like to add to the conversation that how is the project is addressing the togetherness of the park. The expressway divided the park in parks. I think it would be nice to rethink about the design also cleaning up the river would be nice.
	460		2/10/2016	Medaille College	Written Comment Sheet	I spoke too, but I do think this is important. I say: Bravo to the Boulevard project. I appreciate and applaud the desire to slow traffic and restore this corridor to the true spirit of the area. Two issues to consider: As a faculty member at Medaille College, I know that many student from both Medaille and Canisius cross the 198 on foot daily. To end the 30 mile an hour zone at Parkside could still leave open the possibility of accidents and fatalities at the Parkside / 198 intersection. Even today I said saw many cars traveling East running the red light. Furthermore that is Medaille's only exit/entrance. I'm concerned about narrowing lanes at the East end, because it will cause a back up of incoming students and could hinder emergency vehicles accessibility to our campus the large amount Medaille of traffic especially between 8:30 - 10:00 and 4:00 - 5:00 needs wider lanes to keep traffic flowing. Perhaps you could work with the college on getting us a Main Street exit as well.
	461		2/10/2016	None (Member of the Community)	Written Comment Sheet	*Short term measure - gateway signs - please change the name to a parkway ASAP people who access the expressway especially out of towners expect to travel at highway speeds regardless of the late warning signs. *Get the city highway barn out to the park and along the Scajaquada *Truck Restrictions *Consider reconnecting west bound Humboldt at grade and remove the need for huge on ramp on eastern end of expressway. *Transit w/NFTA from Light Rail through parkway to remove cars and move people *Medaille College Access - it is only exit / entrance at Parkside.
	462		2/10/2016	Restore our Community Coalition	Written Comment Sheet	There are other clients to be conserved than that of the motorist. Transportation is not limited to just motor vehicles. Delaware Park is only one of many city assets that supersedes that of the daily commute. The over-prioritization of an auto-dependent society has been a primary detriment to the city of Buffalo for more than 60 years. Enough is enough! Other cities have long-corrected similar mistakes, and have long-since benefited from them. Buffalo is at risk of being held back by antiquated policies. We are tired of being cheated out of common-sense planning! The NSYDOT will have been the one factor that got in the way when Buffalo's renaissance is recalled 50 years from now. We need real changes to Scajaquada and Humboldt Parkways!
	463		2/10/2016	None (Member of the Community)	Written Comment Sheet	* Keep Expressway est of Elmwood to I-190 at 40+ mph * Keep East bound lanes east of Parkside at 40+ mph * Prioritize rebuild of Delaware Ave Interchange near bathroom building * Do NOT put a median in the new plan.
	464		2/10/2016	None (Member of the Community)	Written Comment Sheet	*Make room for dedicated bike lanes *Include pedestrian regues in design (medians) *Consider in-pavement flashing lights for pedestrian crosswalks *Permeable pavement is a must *add multiuse paths along the side instead of sidewalks, similar to the paths next tot he Buffalo State along Elmwood Ave
	465		2/10/2016	None (Member of the Community)	Written Comment Sheet	Delaware Park is one of the city of Buffalos greatest assets. I am so happy to hear about the plans to make the Scajaquada Expressway a Boulevard. As a North Buffalo resident I spend many days at Delaware Park. Recently my family from Argentina came to visit. They were so impressed with the lay out of the park. Their first comment to me was how much more beautiful it would be without an expressway. I want to thank everyone involved in this project. I think investing in Delaware Park's boulevard will enhance the natural beauty of this area.
	466		2/10/2016	None (Member of the Community)	Written Comment Sheet	I am glad to hear that the Boulevard designating is becoming permanent, and that the 30 mph speed limit is being maintained. On the other hand, I feel that a some lane in either direction proposal is still fixable and should be considered. But I am heartened that the DOT seems committed to finally taking action on this issues. I applaud the DOT commissioner for taking a different approach than what we are used to from this department and really emphasizing the historic nature and park setting of the project. Your new perspective is refreshing for those of us that would like to see our historic neighborhoods reconnected and the health of our people prioritized over the convenience of automobile traffic.
	467		2/10/2016	Niemiec Builders	Written Comment Sheet	NO EMAIL - MUST CALL or SEND LETTER Craig, Please include myself for your stakeholders. I have asked and file do information many times. I do own property along Rt 198.
	468		2/10/2016	Niemiec Builders	Written Comment Sheet	*Narrowing lanes make it much more dangerous for trucks and for your everyday drivers mix some incimate weather in and we will see. *Stop signs on ramps ridiculous rear-end accidents daily now. *Speed 30 by the park - 45 for the rest make it easy - make it right.

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	469		2/10/2016	None (Member of the Community)	Written Comment Sheet	I very much enjoyed the DOT's presentation on the Scajaquada Expressway. You must however limit the time in which people can comment. Commentators went on and on, sometimes never even making a point.
	470		2/10/2016	None (Member of the Community)	Written Comment Sheet	Traffic calming proposals between Parkside to grant make sense and will be an improvement. Traffic calming is needed between Main ST. and Parkside. Speed past Grant St. should be raised to 40 mph and before Main Street.
	471		2/10/2016	Buffalo Olmsted Parks Conservancy	Written Comment Sheet	The expressway must be removed from our legacy Olmsted Park. That must be our priority for our community. Buffalo deserves better than 4 lanes through it's greatest asset - Delaware Park.
	472		2/10/2016	None (Member of the Community)	Written Comment Sheet	I admire the stamina of all those involved in this process. Again, the name of the project and the roadway takes after the creek. The scope must include the rehabilitation and designed use of Scajaquada Creek and it's banks for water dependent recreation, access to the creek and adjacent parkland would be improved for motorists, bicyclists, pedestrians and paddlers alike. The existing bicycle paths should be enhanced and expanded through the entire geographical scope of the project with connectivity, Add to the number of pedestrians over and under passes especially over Delaware rd, and under Scajaquada Parkway at the "S" dam. So, Brown sighs, pend rebuild the entire length. Yes I used the term "Parkway" Retain the commuter route but eliminate commercial traffic. Improve Amherst St for better safer local delivery. Continue with a redesigned Humboldt "Parkway" limit the number of at grade vehicle/pedestrian interactions, controlled door not,. Make improvement for commercial thru traffic elsewhere to mitigate. Good luck!
	473		2/10/2016	None (Member of the Community)	Written Comment Sheet	Please when talking about the park and using the words "City Treasure" Please refer to "Makes Sugorovskiy" and his sister and then "folks like them" first as the treasure. The treasure makes that was lost. And to treasure his memory. This before saying "Treasure" about the park (which it is of course is) or anything else "treasure" is referred to, out o respect and deserved reminder of those kids. And to name the stretch of the accident site in in the boys name.
	474		2/10/2016	Citizens for Regional Transit	Written Comment Sheet	Include public transit in design process. Public transit can move more people than cars without all the congestion. Include public transportation in the solution. With so many high volume origins and destinations along the Scajaquada and with the Humboldt station at the light rail at one end, a trolley along the Scajaquada could be a solution. Don't forget about transit. (see our letter to Mr. Billitieri dated April 15, 2014 for details) P.S. 30% of Buffalo households don't own cars.
	475		2/10/2016	None (Member of the Community)	Written Comment Sheet	Keep the expressway, but enhance safety. Main point: The 198 expressway is an important element in the Buffalo area transportation and has fulfilled it's purpose for over 50 years. It should remain a free-flowing travel link, pretty much "as is" - i.e., two lanes in either direction without adding or reducing capacity. Safety: However, there may be some things needed to improve safety. Specifically - 1 - Set end enforce reasonable speed limits - 30 mph in some places 45 in other stretches. 2 - Beef up safety features at high-risk intersections and entry-exit points - e.g., at Parkside and Delaware. Things to avoid: 1 - DO NOT new at-level crossings. Improve or add pedestrian overpasses if needed. 2 - DO NOT add bike lanes, as this is unnecessary and creates an unsafe feature. More opinion needed from expressway users. Lastly, I urge the DOT to get more public opinion from the travelling public before the EIS is concluded. This is mentioned in the DOT Project Development Manual (PDM) and on the EIS checklist. I urge DOT to conduct an objective survey to get an indication of what commuters, delivery drivers other expressway users think.
	476		2/10/2016	None (Member of the Community)	Written Comment Sheet	1. Parkside intersection needs to slow down traffic! 2. Minimize the number of at-grade crossings. 3. Increase speed limit from Grant St westbound to I-90. 4. Good to see the DOT Commissioner here.
	477		2/10/2016	Vision Niagara, Restore our Community Coalition	Written Comment Sheet	It's good that you're thinking of this in terms of land use. However, retaining the two-lanes configuration each way, possibly adding a median, and adding bike paths actually increases the land-use impact of the expressway. The expressway's impact on the park, and its impact on Scajaquada Creek, need to be reversed. This project will not do that. This project ignores the lessons of other societies by retaining the traffic capacity, instead of recognizing that traffic will be absorbed into the existing street grid when expressways are removed. Putting that traffic back would bolster our neglected commercial streets that were bypassed when traffic moved to the expressways. That to do? Work up an option with one travel lane in each direction that we can fully examine in terms of traffic flow, but also in terms of the aesthetic and quality improvements to Delaware Park and Scajaquada creek. Present that option and give the community the opportunity to fully evaluate and consider it. This would be a sort of "park road" option - perhaps like found in the vicinity of the Cleveland Clinic and University. This would take some time to develop and evaluate, but in the end would assure that Buffalo and the DOT truly had the opportunity to fairly and fully consider an option that dot may consider a "stretch".
	478		2/10/2016	Vision Niagara, Restore our Community Coalition	Written Comment Sheet	Very supportive of information presented tonight. However, the section from Grant St to 190 needs attention too. Studies by UB Grad students in Arch/Planning under the guidance of Prof Hiro Hatch will address the Niagara Street intersection and 198 - this spring. One possible alternative would be to remove the on and off ramps to Niagara St. This would help the congestion on Niagara St tremendously. This intersection, as is, presents a dangerous, difficult area and extremely hazardous for pedestrians & bicyclists.

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	479		2/10/2016	Olmsted Parks Archive	Written Comment Sheet	Good, refreshing presentation at Buff State on Wed 11th. Been following this since it began many years ago and glad the logjam is finally broken. Good compromise with the boulevard concept - both the keep it the same folks and the tear it up group (of which I am one) both have to adjust to the best solution for all. I would suggest the widest possible median as to be reminiscent of the Olmsted Parkway dividers. We can worry about maintenance later. I also would like to see fancier guard rails on the new Elmwood bridge wince this will become a gateway bridge after reconstruction so should be more attractive. DOT has not been proactive and listening to the majority in the past and I'm very glad for the new approach.
	480		2/10/2016	None (Member of the Community)	Written Comment Sheet	The recent direction of this project is encouraging. I think an option with a single lane in both directions should be studied and presented. Also, look to other cities for examples of integrating a walkable median as a way to create an East-West corridor across the park and to connect from Main Street to Museum District. Finally, please push the envelope in landscape design! Hire a top-notch, innovative landscape architect to help design the most thoughtful and inspiring integrations to existing Olmsted Park. The Scajaquada should absolutely be seen as way to further enhance and reinvigorate "lost" areas of the park! to create a strong, unified Delaware Park!
	481		2/10/2016	None (Member of the Community)	Written Comment Sheet	Presenters one sided, biased, appeared to represent special interests. I'm insulted that other sides were not represented. If driver was awake we would just be talking about a few selfish groups getting their way "safety" is just Trojan horse to push their agendas. The commissioner appeared to be a politician. I now dis-trust the DOT is impartial or making decision to address all "stakeholders". Commuters, drivers, users of the 198 have concerns. People will die if pedestrians and bicycles are allowed on 198!! At any speed! Current fatality for those groups is zero.
	482		2/25/2016	None (Member of the Community)	E-mail	Dear Sir, The Scajaquada NEEDS to remain an expressway; a tragic ACCIDENT has created a FALSE narrative. I am disappointed that the NYS Route 198 discussion is ONLY centered on the city of Buffalo, and the Delaware Park/Parkside area in particular. The Scajaquada Expressway is a STATE route, and by definition, any alteration discussion MUST include ALL REGIONAL stakeholders (Erie County at a minimum) - not just people/groups focused on the city or specific neighborhoods. This effort SHOULD involve DOT actively reaching out to the suburbs, their residents, their elected officials, etc. as well. It is WRONG for every hearing to take place in the neighborhood of Delaware/Parkside, because only/mostly 1 viewpoint (the people who have been contentiously pushing for the eradication of the Expressway for 15+ years & more) controls, and dissenting views are treated with hostility such that people are intimidated and bullied into silence. This is NOT solely a neighborhood/city issue. The Scajaquada provides a vital arterial for transportation, commerce, commuting, emergency access cross-town to ECMC, etc. Assemblymen from the entire region should be invited to input, NOT just the one who opposed to the 198 who lives there/represents the vocal minority. Let's have a hearing into he suburbs!!! WITH enough advance notice to allow people to attend.
	483		2/25/2016	Buffalo State College	E-mail	Craig, We were very pleased to have hosted the recent public meeting at Bulger Communications Center. It was most exciting to learn that funding has been secured and that the project has a specific timetable for implementation. We at Buffalo State remain very supportive of your efforts to better connect our campus with the Amherst Street community via a pedestrian link from our campus (near the Tower Dormitories) to the north side of the Scajaquada Creek. We are also excited about the dedicated bicycle/pedestrian route that would be constructed along the north side of Iroquois Drive. These two elements of the project will provide our students convenient access to Grant Street businesses and to all that Delaware Park has to offer. The bicycle/pedestrian route, with its connection to the existing Jesse Kreigel Path will be seen as a great step in our ongoing efforts to become a bicycle friendly campus. One concern we have however is with one of the interim measures which was presented at the meeting. Speed bumps at the western end of route 198 could be problematic if they are placed near the campus. Our concern is for the noise they may create, particularly at night, which could be disruptive to the approximately one thousand students living in our Scajaquada and Tower Dormitories. We would welcome the opportunity to discuss the speed bumps, the specific alignment of the bike route near our historic Campus House and the project in general. Best Regards, Steve

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	484 PART ONE		2/26/2016	None (Member of the Community)	Mail	I attended the 2/10/16 meeting outlining changes to the route 198 (Scajaquada) Expressway. I had envisioned the DOT as an impartial government agency like the DMV or IRS. I had thought the state expected its officials to serve the common good, the majority's needs for transportation. I was bitterly disappointed to find the presentation biased and highly political. The commissioner was introduced by a politician! I was revolted to see that special interests bullied the DOT into changes that ignore the greater transportation public. Stakeholders include drivers who use the 198 and I charge that the DOT has ignored commuters and commercial traffic. No studies or surveys were made to understand where the commuters live. What do daily drivers think of the changes? By DOT numbers 50-70 thousand people use the 198 daily. Have they no say? Instead special interests succeeded with their "2 wheels good 4 wheels bad" or "let them eat cake" mentality. I write mainly to offer counters to popular arguments of the change proponents. Below you will find common sense responses to misconceptions presented by Parkside, bicyclists, and others. Perhaps reading will awaken your conscience to serve the transportation needs of ALL the population rather than a few select groups. "The 198 detracts from quality of life, ruins property values." A search of real estate of houses bordering the 198 finds most listed at \$250K or more. The Zillow website has a map where you can scroll over a map and house prices are listed. The average 20 14 Buffalo home price was \$95K. How much more do we need to improve quality of life for people that own quarter million dollar homes? The length of a commute and delays are quality of life issues for many. I can't afford a house in Parkside. Why does my quality of life have to suffer even more for them? "Making the 198 bicycle and pedestrian friendly will improve the area." There are miles of bicycle and pedestrian paths inside the parks or adjacent to the 198. Delaware park is 1.7 miles, Hoyt Lake, Rumsey woods, the Scajaquada trail, etc. Has the DOT studied how often existing, SAFE, paths are used? Secret answer: they are not heavily used. At least not 50-70 thousand users/day. Why open the 198 for bicycles when they don't use the existing paths nearby? Why are working people delayed to their jobs for a select groups' leisure? The area already is pedestrian and bicycle friendly! The 198 is not the Berlin Wall. There are safe crossings including an overhead bridge. Is it too far to walk or ride to them? "Its only 2 minutes" Unfortunately Buffalo streets are riddled with antique, unnecessary, un-synchronized traffic controls. The 2 minutes is on top of 10 minutes of needless delay. It takes 10 minutes to drive 2 miles in Buffalo. The 2 minutes will grow when cross walks and bicyclists invade.
	484 PART TWO		2/26/2016	None (Member of the Community)	Mail	Drivers escape the crawl of city streets to the 198 for efficient travel. Factor 5 minutes across a year and commuters lose 40 hours. A work week they could spend with their families sacrificed. Translate that 40 hours into salary. What if someone took a week's salary from you? Factor across a career? Proponents say "take the streets", "move closer to work", "take the bus". Should I just eat cake? "Safety" When confronted the weak reasoning persons fall back to the May 2015 accident. Narcolepsy was the main cause of the child's death. I did not see Sean Ryan begin a campaign against drowsy driving. He hoodwinked you. Admittedly the new guardrails prevent the tragedy from ever occurring again. If bicycles and pedestrians are allowed on the 198 someone will die or get hurt bad. Current number of bicycle and pedestrian fatalities on 198 = 0. After the project someone will die. I have to address bicyclists separately. Why is such a small group dictating changes for so many?! How many bicyclists are actually riding today in bad weather? They have safe streets and paths to ride on already. Ask them if they are willing to pay DMV fees, take tests, pay for insurance, and registrations documenting their safety just like cars do? Will the police ticket them for violations as prolifically as they do cars? "Other cities did it and it created development." I researched Milwaukee, New York City, San Francisco, Rochester. In each the reduced freeway was a shorter length than the 198. Some were short as a quarter or 2/3 of a mile. Some were leftover spurs, incomplete from older, grander system designs. Others were unsafe from collapse, earthquake damaged, or contained structurally unsound bridges. Traffic volume cited was less than what the Scajaquada carries daily. Acres of land were freed up in other cities. The areas around the 198 are spoken for. Will the Parkside Community Association allow houses to be torn down for development? The only completed freeway cited is Niagara Falls. The Robert Moses is 2 miles and next to the Niagara gorge. Will the gorge be developed? The population of Niagara Falls is 49,000. Volume on that stretch of the Robert Moses does not compare to the 198. "History" Olmstead designed the park system in 1865. The Civil War had just ended. The population of Buffalo was 80,000 then. The population of Buffalo today is three times that not counting surrounding suburbs. People rode horses to work when the park system was designed. The 198 was created to efficiently transport the growing population. It has worked for half a century. It is not obsolete or a mistake. Please listen to your conscience and common sense. Serve the transportation needs of the majority. Do the correct studies and surveys to determine impact on all.
	485		2/10/2016	N. Lincoln Pkwy. Assoc.	Written Comment Sheet	The project should include closing entrance ramp at the south end of North Lincoln Pkwy. It is an "expressway-type" ramp into a 30 mph street. One has to look rearward to see oncoming vehicles. It is unsafe. If anything, it should be a right turn to gain entrance. It also collect traffic from those who disdain Delaware & Elmwood entrances.
	486		2/10/2016	PCA	Written Comment Sheet	<ul style="list-style-type: none"> - Install a raised crosswalk at Parkside to slow traffic when light changes to green to prevent speeding from light (as they do now) and make safer and easier crossing for pedestrians. - Remove the transition lane from Parkside on to the expressway and allow only right hand turns 90 degree from right lane. - Remove the transition lane from Kensington Expressway at Parkside and have only two lanes and a right hand turn only 90 degree. It will keep auto's from getting a running start on to Parkside - Remove Delaware Ave exit going West or install traffic lights at Delaware exit and Lincoln Parkway and reconnect the streets for thru traffic.

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	487		2/26/2016	None (Member of the Community)	E-mail	I am providing comment and feedback as solicited at the Feb. 10th, 2016 meeting at Buff State regarding the future of the 198. I have welcomed the idea of conversion presented by the new State DOT commissioner. I do however wish to see even further progress made in order to see this stretch of highway become slower, safer, and more park like. If it is truly to be a street, and not a boulevard, I was expecting ownership and maintenance to be transferred over to City of Buffalo, more fluid connectivity to Main Street and beyond heading eastward as it becomes the 33, and removal of highway-like on/off ramps I appreciate the efforts made so far. I hope more changes can come in order to restore Delaware Park.
	488 PART ONE		2/26/2016	Joe's Service Center	E-mail	Commissioner Driscoll, It was very helpful to hear your presentation to the community on Feb. 10. New hope has been raised that there will be additional improvements to the 30 mph corridor to address traffic calming, environmental effects and community quality of life, and to make the corridor more in harmony with communities along its route. Our Grant Amherst community welcomes this approach and looks forward to working on details of the plan to makes its implementation mutually beneficial to all users. While the meeting of 2/10 focused on general principles of traffic management and addressed many Delaware Park issues, there are important concerns that our group has for the corridor that were not addressed. * The whole Scajaquada Corridor from Niagara River to Hoyt Lake is an extant part of Buffalo's waterfront and is formally part of the City's Local Waterfront Revitalization Area as identified in the http://www.buffalogreencode.com/LWRP/SectionVIII.pdf . The subsequent Local Waterfront Revitalization Plan (LWRP) identifies the important historic resource of the War of 1812 battle sites, encampments, batteries, and burial sites along the Corridor eastward from the Niagara River into Delaware Park. The State University of Buffalo at NY, in conjunction with the Black Rock Historical Society, has submitted a federal grant application in January 2016 to specifically locate the War of 1812 Battle of Scajaquada Bridge which is in-between Grant and Niagara Streets. Identification, protection and enhancement of historic and cultural sites is a policy of the LWRP, and DOT plans require LWRP consistency. * The Scajaquada Corridor is part of the Niagara River Globally Significant Important Bird Area, one of only 71 sites named in the world. The GSIBA is a migratory stop and overwintering site of 19 types of gulls and many other birds. Protecting and enhancing the GSIBA is a policy of the LWRP, and DOT plans require LWRP consistency. * According to the 2012 Niagara River Habitat Conservation Strategy (also identified in the LWRP), Scajaquada Creek offers woodland, open water and grassland/shrub habitat along its course from Forest Lawn Cemetery to the Black Rock Channel. The US Army Corps of Engineers is studying the lower reaches of Scajaquada Creek, including opportunities to improve habitat in the vicinity. New configuration of the Scajaquada Corridor should maximize existing habitat and provide restoration. * The Scajaquada Drive/Parkway from Lincoln Parkway to Grant Street was overlaid by the Scajaquada Expressway when that was built. This removed neighborhood access that the Grant Amherst community had to Olmsted's Delaware Park, to Olmsted grounds of the Richardson-designed Buffalo Psychiatric Center, and to the Albright-Knox Art Gallery.
	488 PART TWO		2/26/2016	Joe's Service Center	E-mail	Scajaquada Drive is identified in the LWRA/LWRP as part of the Olmsted Park system in 1914. Any reconstruction of the Scajaquada Corridor should restore the Drive. Use of the Scajaquada Drive name will re-identify the historic facility for the City of Buffalo. *The Grant Amherst neighborhood should be re-connected to Buffalo State College with grade level crossings with the same treatments as in Delaware Park. * The distance from Grant Street to Niagara Street, an elevated concrete section over the top of Scajaquada Creek and Jesse Kregal bike path, is currently only addressed to slow traffic only by rumble strips and signage. The elevated concrete section is on top of Creek and parkland, and its high speed use creates excessive noise while the road pollution is drained directly into the Creek. This creates adverse effect on the recreational resource of the Creek and Jesse Kregal Bike path. Current development of recreational launch facilities for Scajaquada Creek by the Buffalo Niagara Riverkeeper's Paddlesports Launch at the mouth of Scajaquada Creek are jeopardized by pollution of the Creek and should be enhanced, not threatened by Scajaquada Corridor improvements. Bicycle, strolling, jogging, kayak, canoe, and fishing activity protection and enhancement is consistent with LWRP policy. Thank you for the opportunity to submit these comments. I look forward to working with you to make the new plans completed and implemented on the DOT's new timeline.

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	489 PART ONE		2/26/2016	None (Member of the Community)	E-mail	<p>[Shortened version. See full letter for more detail]</p> <p>One can never please all people- and that is especially true when one addresses a polarizing issue such as eliminating the Scajaquada Expy. The Scajaquada has been a key arterial transportation route upon which many people in the entire WNY region have relied for well over half a century. The well-organized vocal minority- largely consisting of local Delaware-Parkside neighborhood residents (but not all)- vehemently oppose the expressway, and have clamored for its outright elimination. On the other side of the debate are the non-confrontational silent majority who utilize, appreciate, and demand upon the vital east-west expressway through Buffalo that the Scajaquada provides. In a "perfect world," one could go back in time before Scajaquada Drive was converted into the expressway and construct it largely underground. Or in the present day "perfect world," one could wave a "magic wand" and refashion a highway that was built sufficiently underground (at least through portions of Delaware Park) to accommodate both camps. But that is not reality. Those ideas are impractical if for no other reason than the cost prohibitive nature of such massive undertakings. I believe there are several common-sense compromise alternatives available that would satisfy the needs/desires of the vast majority of the more reasonable members of each camp. They could probably be implemented for approximately the same cost as (if not less than) the announced plan to eliminate the Scajaquada Expressway and transform it into the so-called "urban boulevard." These are the proposed compromise alternatives- listed in increasing order from ease of implementation and cost perspectives:</p> <ol style="list-style-type: none"> 1. Create 3 to 4 foot grass berms/ridges at the edge of Delaware Park bordering the Scajaquada. This feature would provide a natural, aesthetic protective barrier between the expressway and Delaware Park. It would also serve as both a visual and sound barrier such that park-goers would never note the existence of the expressway beyond the berms. This measure would eliminate the need to narrow the highway or reduce the expressway speed. 2. Keep the berm idea above, but also change the speed limit to 40 or 45 mph from Parkside Ave until just past Elmwood Ave- where the speed limit becomes 50 mph west of Elmwood Ave until the I-190 entrance ramps. 3. Bury a limited portion of the Scajaquada Expressway at some point east of Delaware Ave, continuing under Agassiz Circle/Parkside Ave, until it links up with the already existing sub-surface portion of NY 198 east of Agassiz Circle and running under Main St.
	489 PART TWO		2/26/2016	None (Member of the Community)	E-mail	<p>Restore a functional Agassiz Circle at the surface street level linking Humboldt Parkway, Parkside Ave, and Medaille College with the entrance to Delaware Park. 4. Create a restored Lincoln Pkwy overpass/underpass crossing the Scajaquada Expy. If this were accomplished, it might also enable the removal of the overpass by the statue of David.</p> <p>Such compromise alternatives will likely be opposed by those who have more extreme "all my way" views. But I submit that we need a reasonable and regional solution to this issue. The Scajaquada Expy is not solely a matter of concern to the limited number of vocal, radical residents who live most closely to the roadway. Yes, their concerns should be aired and considered- but their voices must not be the only voices considered. In that regard, people who live near Delaware Park are no different than people who live near the airport, major malls, UB, Ralph Wilson Stadium, or any other community destination. It is small-minded, selfish, and un-neighborly for centered segmented members of the "city of good neighbors" to say "the he"l with people who live in the suburbs, we don't care about their commuting needs." The fact of the matter is that the Scajaquada Expy serves many vital purposes. Apart from commuters, there is simply a need to be able to traverse quickly across the city on an east-west axis. When seconds count because life or death hangs in the balance for police officers, firefighters, crime victims, or traffic accident victims on the west side, they need to get to the ECMC trauma unit on the east side ASAP. When major supermarkets and businesses need to be supplied, large trucks can't be lumbering down the grid of city neighborhood streets. This clogs traffic and chokes commerce. People won't want to visit or integrate into other neighborhoods because it will be a miserable transportation experience. Changes have already adversely impacted Humboldt Pkwy residents because of all the commuter traffic pollution and soot. Commuters who can't move on a reduced speed highway are jumping off to same-speed surface roads that are more direct to their destination; their idling engines create more pollution, dirt, and low-quality air to breathe. All of the community input meetings for the Scajaquada Corridor have been held at locations in the Delaware-Parkside area. To my knowledge, there has never been broad regional input solicited, and there has been minimal advance public notice of meetings.</p> <p>At every hearing, the vocal minority should down and intimidates any/all dissenting citizen voices. The neighborhood activists who are the most extreme have incorrectly and illegitimately asserted their quasi-ownership and dominion control over Delaware Park. The park belongs to the entire region, not exclusively to the local residents living closest to it.</p>
	489 PART THREE		2/26/2016	None (Member of the Community)	E-mail	<p>Finally, another undeniable fact is that the entire immediate shut-down of the Scajaquada Expy as an expressway was a political knee-jerk reaction to a terrible, tragic fatal car accident which was proven to have nothing to do with vehicle speed and/or the existence of the expressway.</p> <p>The motorist fell asleep at the wheel (while not speeding) and drifted over the curb into Delaware Park. The event was a matter of non-existent protective barrier between the roadway and nearby Delaware Park Ring Road, not the fact of expressway existence. Yet the most vociferous and radically extreme members of the coalition agitating to remove the expressway opportunistically pounced upon the tragedy and disgustingly used it as a false so-called "justification" to eliminate the expressway. And certain politicians were happy to accomate these extreme demands notwithstanding the factual truths.</p> <p>DOT cannot bow to the "squeaky wheel gets the grease" and/or the intimidation tactics of the vocal, radical minority. This is a significant and important issue of widespread regional impact, and other voices must be solicited and respected. It is never too late to do the "right thing" and involve additional voices- business people, transporters, truckers, commuters, police/fire/EMT personnel and other emergency responders, suburbanites, etc.</p> <p>I humbly ask that you consider my recommended compromise actions to the Scajaquada Expressway. Thank you.</p>

NYS Route 198 (Scajaquada Expressway Corridor) Project

PIN 5470.22

Public Comments

As of September 1, 2016

Source ID	Comment ID	Record	Date Received	Affiliation	How Received	Comment
	490		9/22/2015	Parkside Community Association	Written Comment Sheet	Events like last nights public meeting, while informative, give the impression that the voices of everyone constituting "the public" is equal in the decision making process to the extend you're listening to everyone. What we never hear at these meetings are the views of the organized and well-funded institutions and businesses that are inevitably involved in the decision-making process. I think especially of the trucking industry, with it's professional lobby for years I've been told the commercial carrier and the businesses and institutions depending on deliveries from them have weighed in against any changes to the 198. Maybe this is no longer the case, or unfortunately the case, but it would be informative to hear the other voices at the table.
	491		10/10/2015	None (Member of the Community)	E-mail	Forty-one traffic lights in five and a quarter miles (Bailey to Tupper) and not one of them is coordinated. This can add 20 to 30 minutes to a commuter's travel time. Furthermore, a driver can be sitting at a red light and when that turns green the light TWO CAR LENGTHS AHEAD turns red. Road rage, frustration, wasted gas, polluting fumes, wasted time, etc etc and we wonder why people avoid Main Street, Buffalo, at all costs and use alternative routes. Hence the excessive and formerly, speeding traffic on the 198. Other cities can coordinate their traffic lights (Traffic light control and coordination from Wikipedia) but according to Mr. Stepniak and Co., (I have attended many traffic meetings and requested attention to Main Street via a personal meeting the Mr. Stepniak, taking to council persons, letter to the Buffalo News (January 2015), letter to the streets department, over the past fifteen year's), this is not something Buffalo can achieve. Excuses range from (and I am not making these up): "We only have one person to work on the traffic lights, " "It is harder to coordinate two-way traffic than one way," (I cited Oak and Elm Streets which are coordinated), "We are not going to do that just because someone thinks there is too much traffic in their neighborhood." Neighbors and Buffalo citizens have been asking FOR YEARS for something to be done about the speeding traffic. For any permanent solution on the Scajaquada Corridor (198) Main Street needs to be adequately paved and the traffic lights coordinated to move traffic out of neighborhoods and onto the street for which it was intended. Hopefully before we have another tragic accident like the one on May 30, 2015. Thank you.
	492		10/13/2015	None (Member of the Community)	E-mail	Can you please explain A) Why were crews out last night, on Columbus Day, at 9:00 pm restriping the 198? And B) why they were not narrowing the lanes (i.e., taking a small but much needed step toward traffic calming) with the new stripes?
	493		10/6/2015	None (Member of the Community)	E-mail	Honorable Governor, I write as a commuter in the city of Buffalo NY. You are aware of the 5/30/15 tragedy that occurred on our 198 - Scajaquada Expressway. By your decree the speed limit on the expressway was reduced from 50 mph to 30 mph. Since May, permanent guard rails have been installed to prevent the tragedy from ever occurring again. The County District Attorney did not charge the narcoleptic driver who killed the child. The driver fell asleep at the wheel. It was found he obeyed all traffic rules. If the driver was awake the child would be alive. I write to alert you that keeping the lower speed limit is aggravating to tens of thousands of commuters who use the expressway daily. The NYSDOT estimates 35 - 65,000 drivers use the Scajaquada daily. I feel you have been hoodwinked by special local special interest groups. The groups with numbers and positions are listed below: 1. Parkside Community Association: 2600. The PCA argues that drivers exit the expressway and continue to speed unsafely in their community. Most of the 198 exits are covered by traffic lights - it is impossible to speed through them. This is a small affluent neighborhood. Their goals appears to be constricting or deterring visitors to the kingdom. 2. Bicyclists: 1100. GoBike or Slow Roll events are held weekly in the city. Many of the participants are not city residents or commuters. The number I list is from the 9/20/15 event. 269 attended the rainy 9/28/15 date. It is illegal for them to ride on the 198 yet they are attempting to gain permit for an October shut down of the expressway. I ask you does it make sense to reduce speed limits to accommodate bicyclists when they number so few? Where will they be when the snow flies? Will you reduce the speed limit further when one of the is killed or hurt? Why can't they ride on the many 30 mph streets they already have access too? If you interact with this group they are more anti-car than pro-safety. I hope you have plans to require bicycle license teste, registrations, inspections, and insurance. If cars share the road shouldn't they share the fees? FYI they need \$15,000 for the permit and have raised less than \$3,000. 3. Conservationist: The Olmstead conservancy claims 3,000 members. The "historic" park was designed in 1868 before cars and when people rode horses to work. The population of Buffalo was 81,000 in 1860. The advances in transportation and population spurred the building of the expressway in 1958. It has worked for half a century! The 198 is roughly 2 miles and only a small portion abuts Delaware Park. The rest is cemetery, lake, creek, or industry. Driving 50 mph a mile away at Grant Street has no effect on Delaware Park safety. Add the groups above and you have 6700 versus 35-65 THOUSAND COMMUTERS. I assure you this silent majority is disgusted with the slow traffic on the Buffalo streets. They escape to the 198 to avoid tedious
	494		10/1/2015	None (Member of the Community)	E-mail	I hope someone will please read this message and consider how many people feel about the current 30 mph on the 198 we feel a reasonable speed would be 40 - 45 mph like the bigger roadways the suburbs like Niagara Falls Blvd, Union Rd or Transit Rd. Please conserve ALL who live the Buffalo area and not just the few (in comparison) that live around the major connecting roadway. The 198 has meant a reasonable commute in and out the city for many of us. The ease of transport in and out IS a BIG part of WHY we like the city. it's so great to go not only to work with a reasonable commute time but even more importantly, to go to the many restaurants, theatre and cultural events. A 20 min. to 30 minute commute is reasonable for any of us to reach the city. Bottom line, if it is not convenient to enter and leave the city quickly and easily, we can keep our entertainment dollars in the suburbs. It is bad enough what they did to Delaware Ave, in the downtown, one lane??? really??? for a bike lane that I used maybe three months of the year??? I live in the city and I don't understand that. Everyone knows that I you ride your bike, you use Elmwood. I just don't know about how these changes are made. Anyway, If you could, please be realistic about this community and how it moves from place to place. I implore you to consider all of us. Thank you,
	495		10/27/2015	None (Member of the Community)		As a resident of the Buffalo area who has gotten into a bad accident due to the speed and lack of safety of the Scajaquada, I applaud the efforts to turn it into a safer parkway that blends into the area. Keep it up!

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	496		10/29/2015	None (Member of the Community)	E-mail	Dear Public Official, What is being done to the Scajaquada is pure madness. This is not just some minor city street. For thousands of Western New Yorkers the Scajaquada is a critical transportation corridor used by thousands of persons every day. For city dwellers like me it is used more often yet. What has happened here is that the tragic death of a young child has been seized on by special-interest groups, politicians and transportation planners and is being used for their own selfish means. The larger picture with all of its future impacts is being eclipsed by narrow self-interests. And calling these changes part of some beatific "calming" or "easing" is semantic trickery. What it really amounts to is transportation mutilation, which will negatively impact both the commerce and the livability of the City and the region. We can all dream of some halcyon pathway for us to stroll or bike on and through, but these dreams will come at a very dear price to the huge numbers of us that need the Scajaquada for efficient transportation as well. Years from now the special interest groups, the politicians and the transportation planners will have gone on to new ventures. The only ones left behind will be those of us stuck in traffic or driving 30 mph and stopping for new signals or crosswalks or whatever else gets dreamed up. Too late we will realize that we have been fools. Sincerely, Bruce Baird
	497		11/17/2015	None (Member of the Community)	E-mail	How do I get a user/password - it looks like I need to access much of the information?
	498		3/29/2016	Bicycle-Pedestrian Advisory Board	E-mail	Dear Commissioner Meredith, It was nice to meet you and thank you for meeting with the City of Buffalo Bicycle and Pedestrian Advisory Board about plans for right sizing the Scajaquada Expressway. With the focus on livable community and urban living this is a project which will have a lot of interest and has the capability to improve Buffalo and New York State's national reputation. Although it is not within the initial scope of this project, I believe now is the time to look at the "Scajaquada Boulevard" connection to the Niagara Thruway and close the ramps #265&266 at Niagara Street. These ramps are a detriment to Scajaquada Creek, impose dangers to pedestrians and bicyclists, and impede cultural & economic development to the neighborhood. I have attached a short opinion paper on this proposal. Senator Tim Kennedy and Representative Sean Ryan have been vigorously working for the health of Scajaquada Creek. Closing these ramps now is low hanging fruit in moving forward toward the recovery of the Creek. For the good of the creek and the Niagara Street neighborhoods these ramps will need to be removed. It would be wise to do it now so the changes can be planned and incorporated into the Niagara Street reconstruction project. Actual removal of the ramps can happen once the highest and best use of the land is determined. Respectfully, Maggie Gibbons ATTACHED LETTER: The mouth of the Scajaquada Creek, at the intersection with Niagara Street, is a significant historical, cultural, habitat and transportation landmark. This makes it vitally important to take preliminary actions to protect and restore this critical sensitive location. Highway ramps #264&266 are the entrance/exit ramps off NY198. They are the last exits before the Scajaquada merges onto NY190. -They are detrimental to the environment and habitat of Scajaquada Creek, greatly infringing the riparian buffer and impeding wildlife restoration. The thermal mass of the concrete over the creek generates heat pollution. -They greatly complicate a difficult intersection making it hazardous for pedestrians, bicyclists, transit users and local traffic. -They impede development on the site which is an important node along the Buffalo waterfront. -They are unnecessary due to the right-sizing of the Scajaquada Expressway. Closing these ramps now is low hanging fruit in moving forward toward the recovery of
	499		5/13/2016	None (Member of the Community)	E-mail	What about 198 on Humboldt Pkwy that runs past the houses? I had my house painted 4 years ago and the paint is already peeling off and my house is so dirty What about the fumes? You can't sit on the front or open your front windows. What about the people that live on the 198 where traffic exits? The soot finds its way through the window sills and doors. What about us? Have a wonderful day
	500		5/19/2016	None (Member of the Community)	Written Comment Sheet	Prefer more parklike options - more median and adjacent trees, plantings, etc. Prefer more traffic calming, but would like to see some quantification of the effects on overall throughput to refine options.
	501		5/19/2016	NABET-CWA	Written Comment Sheet	Please keep from 190-Grant St at 50 mph. Keep from Parkside to 33 at 50 mph. I totally agree from Parkside to Grant St. at 30 mph. Please leave Grant-190 & Parkside to the 33 at 50 mph.
	502		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Like a more continuous loop from end to end for runners similar to the Town Lake Path in Austin, TX - Please extend Buff State side path to Niagara St for longer loop. - Reimagine 198 to 33 East/West bound on ramps. It's already slow there so you don't need a highway style entrance. Reconnect to side streets. - Would like better connection between lake & meadow sides of park.
	503		5/19/2016	None (Member of the Community)	Written Comment Sheet	Please prioritize traffic lights in your plans, crosswalks with push signals are not as good by themselves, traffic lights make you think about stopping in general push signals are annoying, surprising and easy to forget. Buffalo is not a town of roundabouts. Also, please think about the drivers perception at each stage of entering the Scajaquada! 1) Before, 2) Entering, 3) Settling in 4) Driving on. All points should indicate a low speed road. No highway guard rails. narrow lanes. Etc. Also, please advertise these meetings more.
	504		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Road thru Medaille & Delaware Barnes - 2 Lanes Roads each way - 2 for park 2 for 198 - 1 lane each way - More bridges or tunnels

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	505		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Great outreach - Thank you! - Circles/roundabouts! Yes - how about at Parkside - No pass thru lanes - Lots of trees - May bike paths yes! - lower the 33 to Best
	506		5/19/2016	None (Member of the Community)	Written Comment Sheet	don't feel we need to permanently reduce speed limit to 30 mph!!! The railings now in place should suffice to keep park visitors safe. This road is an important connection from Kensington Expwy to 190. The bridge from Buff State to Wegman's area is a great idea for everyone involved. Think entrance & exits onto 198 at Delaware needs to be revamped - for sure. Too late to make 198 a 30 mph thorough fare.
	507		5/19/2016	None (Member of the Community)	Written Comment Sheet	Signals probably better than roundabouts. Roundabouts tough for unfamiliar tourists and park goers and new students.
	508		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Would like to see pedestrian bridge @ Lincoln replaced with grade crossing. - Even with traffic measures for decreased speed as shown, this still remains an area with significant stretches through the park which can be speedways. - Much of what is shown as new pedestrian paths actually already exists. - This still focuses on the 198 as a connector between 33 and 190, as apposed to a park with a drive thru it. Is that really necessary w/ our diminished population and streets eg. Amherst & Delavan as crosstown streets?
	509		5/19/2016	ROCC	Written Comment Sheet	Very (unreadable)!! Please send material that reflects existing effort to bring Buffalo together as a community!!! Please send material to the above address!!!
	510		5/19/2016	None (Member of the Community)	Written Comment Sheet	Like walkway for students to Wegmans. Would like real stats on likelihood of pedestrian accidents with multiple crossings & Traffic lights. Seems like this could be more dangerous. Can't believe the entrance from Lincoln Pkwy has preserved while the clover leaf from DelAve was retired. What will the impact be of re-instating a road with multiple stop signs on a thoroughfare originally developed to link 2 major expressways. This seems fraught with danger. I think the congestion and jay walking will be a serious hazard - deaths - injuries will increase. It seems drive by folks who don't want an expressway in front of them. Keep the expressway as a slower speed but keep traffic moving.
	511		5/19/2016	None (Member of the Community)	Written Comment Sheet	Signals not roundabouts
	512		5/19/2016	Community Foundation	Written Comment Sheet	Great to see such public outreach. You should partner with WNED to develop a public TV presentation with phone interaction. I am on WNED community advisory Bd and would be happy to forge connections and to do whatever made sense for DOT and WNED
	513		5/19/2016	None (Member of the Community)	Written Comment Sheet	Please Incorporate a roundabout to the Parkside intersection. Use roundabout option at all other proposed interchanges. Use 20' Median option and incorporate bike lanes. Ensure rumble strips are installed from 33 Kensington and 190 and restripe to slow traffic down!
	514		5/19/2016	None (Member of the Community)	Written Comment Sheet	1. I purchased my home in 2011 had it painted and it looks terrible from the cars. 2. The noise. 3. The trees are not growing 4. I would like to see something done regarding the homes and sidewalks around the homes. 5. Better crossing and traffic areas 6. More stop signs or traffic lights. 7. Possible 12 ft walls protecting the homes - such as Rochester has.
	515		5/19/2016	None (Member of the Community)	Written Comment Sheet	Add bike/pedestrian access to the South side of Scajaquada creek. This will aid in traffic calming around Buff State area and attain more river access. Consider reclaiming the creek to its historic size.
	516		5/19/2016	None (Member of the Community)	Written Comment Sheet	Do more outreach to get opinions of the "traveling public" (i.e. motorists who use Rt 198 regularly). Your DOT pdf and EIS checklist indicates this should be done - perhaps by surveyor via focus groups. DOT has had many public meetings about Rt. 198 proposed changes, and many "stakeholder" groups from the "community" - mostly linked to the Delaware Park area - have dominated the planning process for the Scajaquada Corridor changes. But what about the 50,000 or so motorists who use the road daily? Who speaks for them? (name just one stakeholder group!!) The "traveling public" includes many drivers who live outside the park district - in the suburbs or far city areas. Please conduct a survey. (P.S. Maybe I can help you)
	517		5/19/2016	None (Member of the Community)	Written Comment Sheet	I like the idea of wider medians with trees. A park like setting should be emphasized. I like the ability to walk from Ring road to Hoyt Lake. Good idea to have only one left turn option from Main to Humboldt with synchronized signals.
	518		5/19/2016	None (Member of the Community)	Written Comment Sheet	Great thing: 1) Pedestrian bridge linking Buffalo State and Amherst St. 2) Plans to beautify the roads 3) Traffic Circles to help keep flow. Things to consider: 1) Better bike system for bikers i.e. wider lanes all the way through 2) Take away the median because its a 30 mph zone. We do not have medians on Delaware. This will help reduce traffic speed and give us more park space and on bike lanes.
	519		5/19/2016	Retired Commissioner - Erie County Dept of Planning	Written Comment Sheet	1. Intrigued by 20' median; the lost park space is space that currently not being heavily used for any park activity. Worth the trade off. 2. Strongly support retaining the on ramp to Scaj. Going West via Lincoln Parkway. It should be pointed out that many neighborhood residents want the entrance ramp to be retained. More vocal neighbors are opposed an want it closed. 3. Encourage you to continue exploring the round about alternative. Would be interested, however, in how it affects proposed No. crossings (i.e.. safety) and traffic flow during peak hours. 4. Fear traffic flow during peak travel time with additional signalized intersections. The nos. pedestrian/bike crossings would be safer though. 5. At some point you need to price the improvements and show cost. This cannot all be done at once. 6. Would be interested in serving on any technical advisory committee that might be formed.

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	520		5/19/2016	None (Member of the Community)	Written Comment Sheet	Keep 30 mph the entire way. Restore Agassiz Circle at Parkside to its historic design. More pedestrian crossings (at grade) from one side to the other on the 198. Wider medians - consider bike lanes in median. Need more to slow traffic in Buff State area. Drivers still going too fast. Fix Kensington & Main St. intersection area. Its' AWFUL! Ensure roadways have downgraded appearance or else drivers (esp. out of area drivers) will not abide by speed limit of 30 mph.
	521		5/19/2016	None (Member of the Community)	Written Comment Sheet	Do not raise the speed limit at any part of the 198. The entire 198 needs to say at 30. Restore Agassiz Circle @ Parkside. This is a Historic Olmsted circle and is important to the Fabric of Buffalo. It would service as a gate to the park. More pedestrian crossing sat grade are needed and more needs to be done to slow traffic on the stretch of Buff St. This should not be a highway. Its a neighborhood road. It should be treated as such.
	522		5/19/2016	None (Member of the Community)	Written Comment Sheet	Raise speed limit from I-190 to Elmwood and Parkside to Rt-33. Do not install medians. Make it 2 Lanes each way with center stripe new ped bridge at Buff State/Wegmans good idea - make it a bridge!!! Do not install roundabouts - install signals for traffic control and pedestrian safety. Do not add crossing at mirror lake - reconnect Lincoln Parkway. Near Meadow have 2 traffic lanes and parking spaces off to the side in both directions or at least parking on the west bound side.
	523		5/19/2016	None (Member of the Community)	Written Comment Sheet	I like that the issue is being addressed. The Delaware Ave change is my favorite. It needs to be a stop-light intersection, NOT A TRAFFIC CIRCLE!! The next most important aspect for me is returning access to mirror lake from both Hoyt Lake & Delaware Park. It is currently completely isolated, because of the 198. The proposed change in eliminating the entrance ramp at Lincoln Parkway in Place of a pedestrian plaza and crosswalk over to mirror lake is my favorite. I would be happy if the 198 was as "see-through" as possible. I don't mind if it carries a lot of traffic but safety and accessibility for pedestrians and bikers needs to be #1. Also, put a median in with trees, it will help make the road more of a part of the park.
	524		5/19/2016	Community Resident & UB Architecture & Urban Planning Student	Written Comment Sheet	It is my strong belief that further consideration should be given to the complete removal option. I propose conducting a study in which the 198 would be closed for a week or two. At a base level, this would allow for analysis of considerations when construction begins. More importantly though, it would help to settle the issue of whether or not people can survive without the 198. I believe that induced demand, as well as a lack of urgency to find other another method of travel, artificially inflates data that leads one to believe that the 198 is essential. If the 198 is closed for a test period, I believe that people will successfully find other means of travel. If such is the case after this study I would urge you to please consider removably as a strong option!
	525		5/19/2016	Member of PCA	Written Comment Sheet	Please no new ramps, on or off. They make it an expressway. At grade crossing only, with crosswalks and stop lights. Remove the pedestrian bridge east of Delaware. The steep climb makes many cyclists have to get off and push their bicycles. That makes them a target for muggings. Check with police on this point. I know actually of several instances of this. Restore Agassiz Circle in some form (perhaps 2 pedestrian walkways) ADDITIONAL COMMENT: Crosswalks should be brick, not stripes!! Stripes wear off, and are less of 2 visual reminder to traffic to slow down. They are easily invisible in winter!!
	526		5/19/2016	None (Member of the Community)	Written Comment Sheet	It needs improvements. All you need to do to make a happy compromise fro everyone is: * 40 mph then 30 mph 300 feet in back direction from Parkside *Improve drainage * Eliminate center guard rail. With a new one covered to look like rock or to blend in with the environment, that will satisfy many. Also, plant grass & trees around it. * Add another lane to the Delaware Ave exit by the tennis courts to alleviate back up on the expressway.
	527		5/19/2016	Buffalo in Bloom	Written Comment Sheet	*parks maintenance Bldg in poor condition. Why not tear down and relocate to near by tennis courts. Straighten roadway and relocate tennis courts near Parkside. *Prefer roundabouts but please put in pedestrian stop-crossing signal @ Delaware & 198 circle. *Provide water system or drought plantings at all medians & circles. *No high curbs along 198. Will be knocked down by snow plows. * Along walkways panic buttons for police to protect pedestrians from assault.
	528		5/19/2016	None (Member of the Community)	Written Comment Sheet	1. I like pedestrian bridge from Buff State north to Wegman's and bike path. 2. Crossing south of Mirror Lake could be dangerous even with light. 3. Why not eliminate entrance to 198 from Lincoln Parkway? Seems to be covered by Elmwood and Delaware entrances. 4. I like 20 mph. 5. Plowing show will be an issue when stone walls are placed next to roadway. Also, greater chance of accidents.
	529		5/19/2016	None (Member of the Community)	Written Comment Sheet	I like the overall tone of the presentation because it seems more "much more) in tune with neighborhood desires to reclaim the park atmosphere and reduce the difficulty of the heavily trafficked and over speed expressway. The wider median with trees and grass is much better than the four foot one, even though it does eat up slightly more park-land. Good job overall!!!
	530		5/19/2016	None (Member of the Community)	Written Comment Sheet	Likes: Large medians with green space (Parklike) - Pedestrian crosswalks that connect the different sides of the city. I think this is a signalized option. * I prefer the pedestrian friendly with signals over the motorized roundabouts. * Median landscaping as a traffic calming feature. Dislikes: Small median, small roundabouts, current transitions - people stopping on the 198 because they want to go toward the airport (33) and could not get over - very dangerous!! Also, getting on and off the 198 at Humboldt near Kensington. The entire Kensington / main area need to make over. If there is around about, it may need to be there.
	531		5/19/2016	None (Member of the Community)	Written Comment Sheet	* All proposals better than what we have now except the at grade median * Raised median is most attractive and likely to slow traffic (good) but how would snow be removed? *Median must have trees through park *Can the round abouts be kept at Grant, and Elmwood, but control Delaware with traffic signal? *Restoration/ upgrade of paths is excellent *Improvements to Main-Kensington intersection not enough, very dangerous and unattractive intersection

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	532		5/19/2016	None (Member of the Community)	Written Comment Sheet	Traffic camera's - like in NYC = Take picture/send ticket in mail Mirror Lake overlook Tolerant trees & shrubs - emissions Policing - security Open View pathways (bikes/horseback) walk/Segway = 24/7/365 Ped&Bike shared paths - no bike path on roadway (safety) Lighting Maintenance & security funding? Like traffic circle except at major crossing (lights) Snow removal - 20 ft wide median - snow removal Like stop sign modifications Qutturnbold/Kensington/Main Remove all overhead direction signs - replace with 7' high side of road sign (see Hilton Head Island System)
	533		5/19/2016	None (Member of the Community)	Written Comment Sheet	
	534		5/19/2016	None (Member of the Community)	Written Comment Sheet	Speed limit 40 mph would be realistic! Great improvement removing Delaware Exit near tennis court. Signal option best.
	535		5/19/2016	None (Member of the Community)	Written Comment Sheet	1. I do like the computerized roundabout program. 2. Would have been nice to see all three options on one wall so we could see it all at once. 3) A computer program showing pedestrians crossing the different intersections would be nice.
	536		5/19/2016	None (Member of the Community)	Written Comment Sheet	Looks good. Like the improves Delaware Intersection too bad there's no room for a bike lane on existing road avoid highway look. Increase trees. Looking forward to next proposal.
	537		5/19/2016	None (Member of the Community)	Written Comment Sheet	I like the "roundabout" concept. It seems to be more aligned with Olmsted's other parkways throughout the city. I like the 20' median because it makes the road look less like a highway and more like a parkway. (Ensure plantings are winter proof)
	538		5/19/2016	Parents for a Safe Delaware Park	Written Comment Sheet	Disconnect from 190. Lower the Road at that end. Engage in Urban Planning
	539		5/19/2016	Buffalo Public Schools	Written Comment Sheet	As a teacher, students can't safely cross Parkside to Medaille College. Also the 198W approach needs to transition earlier as they exit the 33.
	540		5/19/2016	ROCC	Written Comment Sheet	1. Loved the center lane of double trees 2. Narrower lanes 3. Bike path on sides 4. Lots of crossings 5. Attention to Main Kensington Area. 6. Hated circles - will not slow drivers but add level of confusion too much to see. Hate stop signs on Kensington & Main.
	541		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Do not like the large roundabout solutions - they are too complicated. Prefer the signals. - The Elmwood Ave / Nottingham intersection is way too big - terrifying - looks like a suburban high traffic intersection - Why not keep the westbound 198 Delaware Ave entrance/exit (near tennis courts) but make it an exit only? - Close the North Lincoln Pkwy entrance to 198. it creates a speeding thoroughfare down Nottingham and Lincoln parkways. - Like the smaller roundabout at the Albright Knox.
	542		5/19/2016	None (Member of the Community)	Written Comment Sheet	To the extent there are choices shown between roundabouts and traffic signals, generally I think roundabouts are more efficient in handling traffic. If parkway designation is feasible, the removal of trucks would be a real positive. I appreciate the addition of connecting paths able to handle bicycles in ways that connect to other bike routes (such as that along the Niagara River)
	543		5/19/2016	Allentown	Written Comment Sheet	1. Prefer the landscaped median with signals. 2. Not a fan of roundabouts for a high volume roadway. If the ones on Harlem road are any indication drivers will plow through them. 3. There items are all good: - stone wall in median - elimination of ramps on Grant, Elmwood, Delaware - conversion of ramp/bridge near Albright/Knox to new use - new paths - new pedestrian crossings with signals - elimination of connection near tennis courts - currently a nightmare! - reduction of speed to 30 mph - banners, historic style lamp posts Thanks for your work - much thought and sensitivity on display!
	544		5/19/2016	None (Member of the Community)	Written Comment Sheet	Historic preservation concerns (SHPO) 1. The Lincoln Parkway Bridge should reconnect the two ends of the parkway - the pedestrian crossing to the west could be incorporated into the parkway design - save some money. 2. The roundabout in front of the Albright-Knox BLIGHTS the historic view shed that E.B. Green Designed. Don't muck it up.
	545		5/19/2016	None (Member of the Community)	Written Comment Sheet	As a cyclist, and city resident, I feel the current proposal changes nothing. What I see is a highway through a park. And a automobile centric approach to it instead of multimodal transit development. The Current two lane thoroughfare will still encourage people to go 40-50 mph. This can be seen on Main St. from Goodyear Ave and Delaware Ave beginning at North St. I can't see the proposed meridians slowing traffic. On Main St. north of Humboldt pkwy they placed meridian in. These meridians have been destroyed by cars crashing into that cause they are travelling at high rates of speed.

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	546		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Overall, an improvement. However, the new Delaware interchange will increase traffic on Nottingham, Middlesex, Lincoln Pkwy and many other streets if the Nottingham/Lincoln Pkwy on ramp is not removed. Anyone travelling along Delaware would turn right onto Nottingham for access - they would not continue to use the Delaware ramp. - Also - truck traffic must be restricted to local deliveries only - trucks should not be able to use the road as a cut-through from the 33 to the 190. - There is also no reason to add an additional lane to the 198 at Parkside if this is to be a "city" street. This will encourage people to speed up and hurry to the 33. - Elmwood exit/Nottingham - should not be widened - again this is supposed to be a city street not a highway. Amherst St (commercial st) is only 3 lanes wide - why would Nottingham be any different?
	547		5/19/2016	None (Member of the Community)	Written Comment Sheet	- Please add Alternative 3: Street option back to consideration. It was the only design that truly excited me about this process., that signaled real, lasting change for our city. It not only increases park, slows traffic, and aesthetics, but focuses on level of service for people not cars. Please, please, please, consider the street option! - Like - signaled crossings, new crosswalk options and bike paths. - No roundabouts! - these are monstrosities, and do not increase pedestrian safety
	548		5/19/2016	None (Member of the Community)	Written Comment Sheet	1. It is premature to eliminate the "street" alternative. There is no other build alternative and no full comparison of impacts. The smart alternative also meets many of the project objectives, yet, its eliminated solely on the basis of vehicular loss. 2. There must be a public transportation component on the 198. The new bus route would link the Metro subway line to the east with the Niagara River / Niagara Street to the west. This would link Canisus, Medaille, Delaware Park, Buff State, the museums and would greatly enhance transit service for many residents, workers, students, and visitors. 3. There must be a Multi-modal level of service analysis to judge the merits of the project - not just vehicular LOS!
	549		5/19/2016	Vision Niagara		Something that has bothered me all along is the Elmwood Ave - Lincoln Drive section. Simplifying this area could have some great benefits. Hard to illustrate in words, so please refer to sketch here. BLUE: DOT Proposal, BLACK: Suggested Revision. This proposal suggests getting rid of two bridges - saving a lot o construction, and later maintenance costs. Simplifying the roadway, restoring Olmsted's mirror lake, allowing potential Albright-Knox expansion on the north side of Iroquois Drive (instead of additional paving, at the enlarged connector between the 198 and Iroquois Drive), maintaining the integrity of Lincoln Drive as part of the rad system (instead of turning it into a non-Olmsted. Dislocated public plaza separated from other active nodes, such as the AK and the Marcy Casino). Also will slow traffic. If it is felt the intersection at Elmwood and Iroquois is unworkable, the 198 could wind back and go under the Elmwood bridge. Ideally, the road through the park would be restored as a park road, not an urban boulevard. If there is absolutely no possibility of restoring Olmsted's grand plan, then at least only have four lanes of traffic during rush hour, and allow parking in the outside lanes at other times and on weekends.
	550		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: Lincoln Parkway Bridge Conversion Comment: This returns an important view to the park and community looking at Hoyte & fountain from this angle is a good gain.
	551		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 4' Median / View Looking Towards Delaware Park Comments: 1) This runs through a park. It needs a median with trees. Once there is a head on collision, jersey barriers will be put in the patch of pink concrete. 2) This is a highway! It will create the same speed problem. Plus it's ugly..... 3) This is a highway encourages high speeds 4) Vroom! Let's accelerate!
	552		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 4' Median / View Looking West Comment: NO! Must have median to slow down drivers
	553		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 4' Median / View Looking From Delaware Park Comment: Won't allow emergency access or ability to pull off if there is an accident or to let emergency vehicles pass.
	554		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 20' Median / View Looking From Delaware Park Comment: 1) How does these curbs work with snow plows. Don't think they will last a winter. 2) As many trees as possible!! Helps the road blend in.
	555		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 20' Median / View Looking Towards Delaware Park Comment: 1) Like this option much better! 2) If we're getting a street option, friendly to pedestrians, why have a median we can't use? 3) This is very attractive, but will be dangerous in slippery / snowy conditions. Doesn't allow emergency access across median.
	556		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 16' Median / View Looking Towards Delaware Park Comment: Yes, Please! Love the median lower curb is safer.
	557		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: 16' Median / View Looking West Comment: 1) Needs people in the picture 2) no pedestrians, no bike riders. 3) Their aim is to eliminate people from the "picture".
	558		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: Banner Concepts Comments: 1) These should be at the Renaissance Fair in Sterling 2) Parkside is a neighborhood. Try a house image.
	559		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) Looking West on Humboldt Parkway at NY Route 198/Parkside Comment: Perception change affected greatly by ?? Guard rail consider changing the rail

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	560		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) NY Route 198 Enhancements Considered Comments: 1) Looks odd. Please fix/replace the fence instead. 2) This is an "aesthetic" barrier treatment? Better off plain.
	561		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) Proposed Enhancements (showing box-beam alternative) Comments: Boxbeams are an improvement.
	562		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) Proposed Enhancements (showing painted beam alternative) Comment: These shadow things are better than the buffaloes as much as I love them Gerald.
	563		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) Proposed Enhancements (showing box-beam alternative) Comments: Please don't label 1,000 of yards of concrete an "Olmsted Park" corridor.
	564		5/19/2016	None (Member of the Community)	Yellow Sticky Note on Board (May 2016 Mtg)	Board: (DOT) Proposed Enhancements (showing painted w-beam alternative) Comments: 1) We're so sorry we cut down the trees - blame the DOT. 2) Fill this back in - The rocks are in my backyard. Connect directly with Main St. Give that the traffic and business.
	565		5/23/2016	None (Member of the Community)	Web Site	I am very disturbed by what I have just read on your website. It is entirely different from what we were told at the public meeting at Buff State a few months ago. We were told that the bids would be open in 2017, not 2019, and work would start in 2018. We were told that the money was in hand, not that "No funding source has currently been identified for any of the reconstruction alternatives." We were told that DOT was committed to at-grade crossings, not that you were going to "evaluate their feasibility." Why do I have the feeling that we have been sold a bill of goods and that nothing, nothing, nothing is going to happen? The expressway will remain a 50 mph construction with a few pathetic signs to tell the speeders that they are ignoring the new speed limit, and pedestrians and bike riders will still be the sneered-at losers of Buffalo.
	566		5/23/2016	None (Member of the Community)	E-mail	We attended the May 19 Open House. Reviewed the presentation. Completed the General Comment form. Everyone was very helpful and understanding. We have thought about it further and would like to add the following ideas. A major concern we had during the presentation review was what we saw as a lack of sufficient available parking to facilitate and encourage repeat visits by making a visit "user friendly". Using the Public Open House brochure and the "4 foot flush median in Delaware Park," (Page 3) as the base, please consider: 1.) Creating parallel parking spaces east of the tennis courts on the North side of the street only — start where the treed 20' media stops and end at the entrance of the utility building. 2.) Convert the existing Delaware Exit into a parking lot for the tennis courts and others. 3.) Close the current entrance west of the overhead walkway. Start parallel parking at the entrance on the north side only and end it at the current Elmwood North exit. 4.) Increase the median to 20 feet west of the proposed Elmwood exit all the way through to the Grant exit. Thank you for providing us with the opportunity for input and for considering our ideas. If you have any questions we might be able to help with, please advise.
	567		5/21/2016	None (Member of the Community)	Web Site	This proposal is a great disappointment to everyone across the city who dreams of a better Buffalo. The intersections are still too big and will pose a hazard to pedestrians trying to enjoy the park. We also continue to hope for the restoration of Humboldt Parkway.
	568		5/20/2016	None (Member of the Community)	Web Site	I write regarding the latest DOT plans for Route 198. The plans do not adequately address the community's concerns. The goal of this project should be to restore Delaware Park and the links between the neighborhoods north and south of the park. The current design which was recently unveiled, while well-intentioned, utterly fails in that regard. The 198 should be transformed into a park road: one lane in each direction, at grade intersections, bike paths, on-street parking, 30 mph speed limit. The proposed design with four lanes and highway geometrics will be sure to fail in reaching the project's goals. The roundabout proposed for the Delaware intersection is way too complicated. Look to your agency's fine work in Hamburg for an idea of how to design a roundabout the right way. At the end of the day, we must recognize that it was a huge blunder to cut Delaware Park in half with this intrusive highway. We have a once in a lifetime chance to fix this error. Let's heal the park and the neighborhood by building a calm park road that does justice to what Olmsted intended. In Hamburg, your agency dared to diverge from traffic engineering orthodoxy and the DOT won national and regional design awards for a truly fine project. What do you want the legacy of this project to be for the DOT: a continuation of the terrible mistake of the 198 or to get more awards for a progressive design that fixes that mistake?
	569		5/18/2016	None (Member of the Community)	Web Site	I understand lowering the speed limit to 30. However, it does not need to be lowered the entire length of the 198, just in between Delaware Park. This is a major road with lots of traffic. The impact of stop signs is already a negative. It is very hard to merge when cars are bumper to bumper going 30 mph. Please consider the other drivers using this road everyday. The 30 mph is not necessary the whole length of the 198.

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	570		5/17/2016	None (Member of the Community)	Web Site	I hope this email will be read. Thank you for your time. Easy flow to and from the city will keep the city attractive for all of us in all parts of the city and western NY community. Please compromise with the changes to the 198 so that ALL in the community are represented by the changes and not just a very small portion of the community that are unabashedly using a child's death to advance their agenda. MOST of us in the community feel that 45 mph would be a reasonable compromise for those of us who use the 198 for easy access to and from the city. If one can't get in and out of the city easily and in a timely matter one simple will do business and entertainment elsewhere. Let's not hinder the great progress that the city is making. Keep the flow moving. Thank you for listening.
	571		5/24/2016	None (Member of the Community)	Web Site	Total reactionary garbage. The accident that killed the child on the scajaquada expressway in Buffalo was not caused by speed and the Olmsted Conservancy is responsible for not allowing barriers in the parkers ago due to aesthetic concerns. Keep the speed limit 30 though the park, sure. But after grant street, give us our business corridor back!
	572		6/2/2016	None (Member of the Community)	E-mail	I am submitting comments by email in response to the information shared at the public open house on May 19, 2016 regarding the the above mentioned highway in Buffalo, New York. The DOT appears to be considering reducing the expressway into a boulevard, which now includes pedestrian and biking access. After reviewing the proposal and images provided, I have the below comments: <ul style="list-style-type: none"> I believe the street should be raised back up to grade level at Main Street, with a restructured intersection that promotes pedestrian safety first The new boulevard should be no more than two lanes in each direction, with a smaller road width than what is proposed <ul style="list-style-type: none"> Disconnect the Scajaquada from the I-190 Niagara Street connector Dedicated bicycle lanes throughout the entirety of the street National trends have been to remove highways of decades past, which now are considered urban planning mistakes that divided neighborhoods and further cause decline in City neighborhoods. Pedestrian and bicycle oriented design for our streets creates a safer, more enjoyable environment for those of us who live near them. Restoration of Humboldt Parkway into a tree lined boulevard is a future endeavor that is supported by many. Reducing the Scajaquada into a parkway appropriate for the historic area on which it sits, is a step in the right direction to accomplish that and further promote the safety and beauty of our City.
	573		5/31/2016	None (Member of the Community)	Written Comment Sheet	Change name to "Electric Blvd" since 1st electric neighborhood in the world! <ul style="list-style-type: none"> Please change the label of expressway to Urban Boulevard. Change speed to 40 mph and have stop lights or roundabouts 1/2 - 1/4 mile between lights plenty of time to slow down for light If roundabout do not have Delaware E-West "fast lane" around roundabout - high speeders will lane change to "slow" lane - ever hear motorcycles @ 60 mph? They will love that "fast lane". Median (not 4' buffer)! raised inside median looks nice but is it Boulevard appeal? you decide / do not have curb on shoulders shoulders are transitional. Do not get 198 closer to Nottingham between Delaware & Elmwood
	574		5/31/2016	None (Member of the Community)	Written Comment Sheet	We know this change is going to happen regardless of what the public likes or doesn't like, with that being said we would prefer the signalized option over the roundabout option. We feel roundabouts are more dangerous they looked very confusing on the diagram charts.
	575		5/31/2016	None (Member of the Community)	Written Comment Sheet	The raised median will have a more park like look and will be safer with the lighting on top. The roundabout option is more in keeping with Olmsted's plan for our park system. It is a proven method for slowing traffic but keeping it moving. We learned that lesson when we removed the circles from Richmond Avenue and then put them back. We want the section of the Scajaquada to be returned to the park.
	576		5/31/2016	None (Member of the Community)	Written Comment Sheet	<ul style="list-style-type: none"> Please change the label of expressway to Urban Boulevard I prefer traffic signals to roundabouts EXCEPT at the roundabout in front of the Albright Gallery. I loved that. I looked a pedestrian crosswalk signal at that roundabout to get to History Museum. I liked the 20' median raised in the middle of the boulevard with the rock wall but curbs on street side <ul style="list-style-type: none"> I like the decor lights and flags I like the walking trails, it would be great to connect to the train stations for downtown use. One display showed a walking bridge from Buf State to Wegmans. I thought that very convenient for college students. Name the boulevard "Electric Ave" Ha-ha! The song. But because this was the first "Electric Street Lights"
	577		5/31/2016	UB	Written Comment Sheet	I'm delighted to see progress on returning the road to a boulevard status. BUT - I've compared the alternatives that include roundabouts, and while I often prefer roundabouts, in this case I definitely do not! My reason is that lack of provision for safe pedestrian crossing. I was astonished that there would be no stop signs or stop lights or ANYTHING to allow walkers to cross the one-lane sections at roundabouts. The two-lane crossings are only marginally better. The idea that the pedestrian will just have to make a run for it - day or night, rain or snow or sleet, old or young, is mind boggling. NO NO NO!
	578		5/31/2016	Buffalo Olmsted Parks Conservancy Park	Written Comment Sheet	This is only a lower speed highway through a historic legacy Fredrick Law Olmsted Park. This does nothing to restore the park, nothing to make the experience of the park user an Olmsted park experience. This is disappointing after so many years. The Buffalo Olmsted parks and parkway system is called one of the 10 greatest in the world. Does the DOT know this?
	579		6/7/2016	None (Member of the Community)	Web Site	I am completely opposed to the 198 Corridor Project. It makes no sense to me that the speed limit has been changed to 30 MPH. IT's ridiculous. If the 198 is removed, city traffic will be unbearable. The city streets are already in complete disrepair, with potholes, and incredibly busy. I would like to fight this project and would like more info

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	580 PART ONE		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	<p>Buffalo Niagara Riverkeeper supports the downgrade and repurposing of the former Scajaquada Expressway (NYS Route 198) from a fast, limited access highway to one that functions as a complete street within the context and character of the surrounding neighborhoods, Olmsted Park system, and a restored Scajaquada Creek. Given that this has been our expressed desire, and one voiced by a majority of community stakeholders for years, we were disappointed with our review of the plans and graphics presented by the DOT at the May 19th Open House at Public School 64 and the Project Scoping Document released on May 17th. Riverkeeper has major concerns with the project as currently designed and presented. First and foremost, it is important to understand the highway design impact in the context of Scajaquada Creek. The creek is not an obstacle to overcome so that a proper road can be designed; it is a natural asset that provides valuable ecosystem services, resulting in better water quality, community connectivity, and access. Plans laid out by the NYSDOT for a revitalized corridor must address the degraded creek and must work within the context of restoring a vital ecological conduit to the Niagara River. While many of the proposed changes to the former expressway may be considered improvements over the current roadway system (reducing lane widths from 12 to 11 feet, including planted medians, providing at-scale signage, and removing some of the unwieldy interchanges), unfortunately, the proposed roadway would still function as a limited access system that would continue to separate the community, historical landscapes and critical habitat it transects. It is the antipode of an urban complete street where pedestrian and bicycle traffic intermingles with city traffic on shared surfaces and via at-grade crossings. Under the proposed plan, it seems that most changes are merely aesthetic; focusing on superficial appearance and traffic-calming-through-psychological suggestion, rather than structural modifications—and the proposed roadway remains over-classified, maintaining its function as a limited access “by-pass” system while employing perhaps a mostly euphemistic use of the term “boulevard”. The design for the roadway as currently presented offers few considerations to the streetscape functioning as the community’s connective tissue for anything other than cross-town, east-west vehicular traffic and it disregards the tremendous opportunities available to enable creek restoration and neighborhood revitalization.</p>
	580 PART TWO		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	<p>The Scajaquada Expressway corridor is in a unique context, traveling through four distinct zones: the mouth of Scajaquada Creek at Tonawanda-Niagara Streets, Buffalo State College/Amherst Street, Delaware Park/Museum District, and the Hamlin Park neighborhood. In its current and proposed configuration, the expressway not only negatively impacts the historic neighborhoods, parks and parkway system but it also constricts the Scajaquada Creek corridor for approximately 1.5 miles to the mouth of the creek where it ends as an elevated roadway that towers directly over the impacted creek. Through our comments, Riverkeeper wishes to provide community and ecological context to the planning and design process for the expressway. The Scajaquada Creek Corridor Any plan today for a “revitalized” corridor that does not address restoration of Scajaquada Creek is incomplete. Scajaquada Creek is currently a documented source of contamination contributing to the Niagara River Area of Concern (AOC) and any projects in the vicinity of the stream channel should address the Beneficial Use Impairments (BUIs) associated with the AOC so that long-term recovery efforts within the Niagara River AOC are realized. As creek restoration projects for the Scajaquada system will begin to be implemented further upstream this year, it will rapidly become clear to the public that the roadway design, as currently presented, grossly disregards the economic, ecological, and social impacts to, and opportunities for, creek revitalization and better waterfront access. Because the current Scajaquada Expressway runs in parallel, and on top of Scajaquada Creek, the creek is severely channelized, constricted, reconfigured, and disconnected from its historic function and alignment. Modifications to the channel have long degraded the ecological and regenerative function of this natural stream corridor; a hardened and constricted stream channel is one that floods, one that does not have a proper vegetated buffer habitat that acts as a natural filter for runoff and stormwater, one that cannot recover from contaminated inputs, and one that severely limits public access and enjoyment of what should be a significant natural asset. The expressway, in its current form, as well as in the proposed design, does not fully address the ecological impact, or the habitat degradation caused by the roadway system. Besides the roadway configuration that continues to constrict the stream, stormwater pollution from road runoff, improper drainage, CSO outfalls into the creek that cause high turbidity, oil and grease pollution, accumulating trash and debris, high nutrient levels, erosion and flooding all currently impact the creek.</p>

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	580 PART THREE		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	<p>The Transportation Project Report Scoping Document published by the DOT raises several major concerns with the presence of an expressway over and along the stream channel of the creek. The document notes that the drainage infrastructure of the road structure is in a state of failure, resulting in debris and untreated stormwater being dumped directly into the creek. While the document states the need for improving drainage and preventing untreated stormwater from entering the creek, it is important to note that it is precisely because of the excessive design configuration, along with maintaining the redundancy of roadways in the vicinity, that the creek channel remains completely modified and channelized, continuing the degradation of the natural ecosystem services that would be provided by a healthy, functioning creek. Ignoring the potential of creek restoration and revitalization ignores the significant contributions clean water and healthy waterfront serve to quality of life and economic impact. Plans to improve and re-design the roadway system need to also address the restoration of Scajaquada Creek. A restored creek will significantly increase property values, provide valuable ecosystem services to the region's waters, connect residents to the water, improve quality of life, and serve to frame views of a healthy, functioning ecosystem for pedestrians, cyclists, and motorists to enjoy on a redesigned roadway system. Producing a cutting-edge, multi-modal, integrated and ecologically-sensitive design for the downgrade of Scajaquada Expressway, including a design that restores the historic street grid, respects and restores critically historic parks, streetscapes, waterways and neighborhoods, should be a primary goal of this project—anything else just is not good enough for our city and today's residents. Roadway Design The latest designs presented by the NYSDOT still remain at odds with the community's desired form of the roadway; consistently expressed by Riverkeeper, the vast majority of stakeholders, through many planning efforts and by much of the public. Particularly, the limited access configuration, with its entrance/exit ramps, separated bike/pedestrian paths, and 20-foot wide raised center medians, presents the biggest burden to community restoration and creek revitalization. The proposed roadway still functions as a barrier, designed primarily for east-west highway connection and presenting an almost insurmountable obstacle to pedestrian/cyclist interaction and flow. In addition, plans to incorporate bicycle and pedestrian traffic onto nearby trails such as the Jessie Regal Pathway are inappropriate, as the pathway is designated for recreational activity, rather than productive commuting by foot or bicycle.</p>
	580 PART FOUR		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	<p>Riverkeeper continues to insist that this roadway system be redesigned as a "complete street", one which functions as a multi-modal surface street that facilitates bicycle and pedestrian traffic, in addition to vehicular traffic, and that serves to reconnect north-south neighborhoods and stakeholders. One of the most important opportunities presented by a new reconfiguration would be to eliminate roadway redundancies and ramps. This can be achieved by restoring the historic street grid and combining the current route with Iroquois Drive in a redesign that should emphasize reconnection to a restored creek and expanding north-south connections. Although the parkway configuration may still work within Delaware Park, the entire roadway system outside of the Park is best configured as a simple urban complete street, without medians, without ramps, without roadway redundancies, and with better integration into the historic street grid that functioned satisfactorily for decades with much bigger cars and at twice our current population. The currently proposed design, to our dismay, is still one that preserves an outdated intra-urban limited access highway system that is still not incorporated into the surrounding community and environment. Incorporating a design for a narrower, at-grade complete street, will bring the two directions of roadway system together, and will reclaim space to add bike lanes and pedestrian sidewalks. In addition, the complete street system should eliminate the redundancy with Iroquois Drive, which runs parallel to the current expressway, past the Albright Knox, and along the Buffalo State College Campus. The narrowed profile would allow for creek width restoration and the new grades would provide better access to the creek, and across, to reconnect the Buffalo State campus to Amherst Street. To achieve this, Riverkeeper recommends the reclassification of the Scajaquada Expressway from its current functional classification of Principal Arterial - Other Freeway/Expressway (FC Code Urban 12) to Minor Arterial (FC Code Urban 16) or ideally to Major Collector (FC Code Urban 17) rather than the proposed reclassification to Principal Arterial - Other (FC Code Urban 14). The community has long rallied to restore a proper parkway to Delaware Park, and to downgrade this system outside the park to a complete street that serves to reconnect portions of the city completely separated by the current gulf of limited access highway.</p>

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	580 PART FIVE		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	While the Scajaquada Expressway has served as a highly-utilized east/west connector, traffic volumes on the expressway may well be a function of induced demand: the mere presence of a fast, bypass route attracts traffic that would otherwise be elsewhere, such as distributed throughout the finer grained grid of the city; traffic, like water, follows the route of least resistance, and in transportation planning, if you build it they will come. Where the limited access highway serves us well is outside the downtown core where it can connect major communities and efficiently transport goods. Within the urban fabric itself, it does great damage to commerce and quality of life, and serves mostly to bypass the communities it claims to serve. A major east/west connector is not needed in the Buffalo urban core, nor is the fast exit route of the NYS Route 33 and nor is the I-190 Niagara Thruway north of the Peace Bridge. All of these current limited access intrusions are redundant and do great damage to Buffalo's historic and effective radial system of streets which is designed to efficiently support commerce and promote quality of life while also supporting traffic into, through and out of the downtown core. According to NYSDOT traffic count data available from 2014, the project study area from Grant Street to Parkside Avenue carries 42,343 average daily trips, a load that could be easily distributed to local streets from its current route. Average daily traffic on Elmwood Avenue peaks at 16,008, with Delaware Avenue and Main Street peaking at 24,283, and 17,715, respectively. These streets, with appropriate improvements to signaling, innovative and expanded public transit, and increased capacity from projects such as the Niagara Street Gateway project, could dissipate re-routed traffic through multiple routes, spreading it out into a city poised to welcome increased visitors to its many districts. In addition, many vehicular trips would not even be generated as many more people would choose to walk or ride their bike on a complete street system as evidenced throughout the world. Repurposing the expressway as a complete street would also help to re-connect portions of the city cut off from each other for decades. The Buffalo State College campus would be better integrated into the community to its north, allowing for interaction between its large student, faculty, and staff population with businesses and neighborhoods that have now been isolated. The length of the channelized creek, and especially the mouth of Scajaquada Creek near Tonawanda Street, where it flows figuratively and literally in the shadow of the expressway, could be resurrected and restored to its historic configuration.
	580 PART SIX		6/22/2016	Buffalo Niagara Riverkeeper	E-mail	A wider configuration at the mouth of the creek is not only beautiful and ecologically important, it is critical to buffering storm events and flood waters. The large overhead structures at the I-190 interchange currently impact the creek, separate pedestrians, bicyclists and even motorists from their physical environment and disconnect the citizenry from the historic streetscapes of Amherst Street, Tonawanda Street, Forest Avenue and Niagara Street. In addition, the connection of this roadway to the east of Parkside should be restored; this is the Humboldt Parkway, which would resurrect historic neighborhoods and reestablish (and make whole) a world-class Olmsted Park System. Thank you for your consideration and we look forward to working more with you as this project progresses.
	581		6/20/2016	None (Member of the Community)	Web Site	The options offered are fundamentally designed to keep an expressway in Delaware Park. The options offered allow a return to high speed operation at any time. None of the options offer a park road or parkway for this Olmsted park. The plan that should be offered would result in a road like Park Drive in South Park. One travel lane, one parking lane, a bicycle lane and a walking lane. There should be T-intersections with signals as offered by the signalized option for Delaware Ave - not a circle. There should be no expressway-style on/off ramps anywhere in this project. As your site points out, this expressway was rammed down the middle of the park in the 1960's well after Buffalo's peak population. The city got along just fine without an expressway here and would do just fine without an expressway once again.
	582		6/13/2016	None (Member of the Community)	Written Comment Sheet	WE are in favor of a wide, tree-lined median on 198 with the addition of bicycle lanes. We fully support the current speed limited at 30 mph. We also fully support the roundabout options. They do take some getting used to but ultimately we believe they will move traffic more efficiently across the city. Finally, 198 travels through a park so pedestrian & bicyclists need to be considered the priorities when designing this thoroughfare. I travel this road daily and I adjusted gradually tot the new speed limit. Ultimately, the reduced speed limit adds very little time to my daily commute while actually making the road much less stressful to ride on.
	583		6/13/2016	None (Member of the Community)	Written Comment Sheet	Way too much information to be understood or absorbed in one evening! Also, if someone works 2nd shift, no hours' avail to attend program. Or, if someone works 1st or days, but had prior commitment... more sessions needed, with broader hours. For roundabouts, one lane, not 2, glad for pedestrian and bike path improvements! SOMETHing needs to be done immediately - we have had cars/trucks speeding up to us, where we have feared they would rear-end us b/c we're going 30mpt. Pedestrian crossings at grade are needed. Another major problem area for pedestrians is trying to walk on Main St. south/north to/from Humboldt Metro station. Cars do not look for pedestrian @ Humboldt St. Sidewalk on bridge over 198 is not well shoveled forcing walking in street (Main St.) Also, snow gets so deep that "guard rail" preventing fall onto 198 is way too low.

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	584 PART ONE		6/2/2016	None (Member of the Community)	Mail	I attended the open house on May 19th at the FOL School on Amherst St. I have also attended the earlier meetings at Buffalo State. Below are my general comments. I was so disappointed in what I saw that I stayed only a short time to engage in conversation with DOT consultants. At present we have a highway through a park. The new DOT plans are to have a prettier highway through a park. The purpose is to move vehicles, which of course is the DOT's mission. The fact that it destroys an Olmsted Park is of no consequence to DOT or the State of New York. We are letting a rare opportunity to correct an egregious mistake slip away. The opportunity won't come again. This is doubly ironic. A May 22nd article in the Buffalo News headlines "Transportation official sees benefit in parkway revival" announcing an expanded study of decking a portion of the Kensington and restoring a portion of the Frederick Law Olmsted Humboldt Parkway. Further a quote from Mr. Foxx, US Secretary of Transportation, "This is important right now since we will be replacing or rebuilding so much of our infrastructure...if we do it correctly, we can begin to correct some of the mistakes that were made..." This therefore is my option for the Scajaquada. Remove the highway and restore the Frederick Law Olmsted Delaware Park system that he envisioned. What a magnificent legacy for generations to come, as more people move to the city and long for the open spaces that make a city desirable. I have a few questions about some of the issues presented at the open house. What is the width of each traffic lane? What kinds of vehicle will be permitted on this new highway? There are no trucks in any of the pictures. How many vehicles are projected to use this new highway? What measures are taken to reduce noise? What agency maintains medians? Who will use the wide medians? How many people are projected to use the cross walk areas at traffic signals? Where will they originate? Where will they be going? The present lead to the Scajaquada from Delaware Ave is long and incline is steep. The entry is across busy Delaware Ave. A second entry is from Lincoln Parkway, equally long and steep. Why use them? I have driven various areas nearby. Narrow medians with plantings heads north along Main St. from Scajaquada intersection. There are many traffic lights. Few people cross, but vehicles turn left on to side streets. This area accommodates cars; it is not friendly for pedestrian crossing. Most drivers will exceed 30 mph limit if they can even in this congested area. The proposed traffic signals will have the same result. The circles even more so. Consider the traffic circles at Colonial Circle, Ferry Street and Symphony Circle, all beautiful, all appropriate, but not for a park.
	584 PART TWO		6/2/2016	None (Member of the Community)	Mail	It is impossible for even a conscientious driver, such as I am, to go at 30 mph from Elmwood to Grant Street. There were no renderings of how this area will be reconfigured. Be assured that vehicles will exceed the 30 mph.
	585		6/23/2016	None (Member of the Community)	Written Comment Sheet	The traffic Circles (rotary circle) may work well in rural area/setting but there was no evidence to show how traffic flow would be impacted; positively or negatively. * Are there proposed traffic circles (rotary circle) large enough to handle a maximum-sized tractor trailer (which I believe is 110ft.). * The computerized artistic renditions were a "nice touch" but they appeared to lack any sign of heavy truck traffic (in particular; tractor trailers). * The renderings were spread throughout the area for the public interaction period but none of the more "popular or preferred plans" were displayed next to each other for a direct comparison. Viewers were forced to go from one side of the building to another without the benefits of a one-on-one comparison. * The one-on-one discussions with personnel from both the Architect-Engineer (A-E) firm and NY DOT were very professional and courteous but there appeared to be a lot of "finger pointing" when individuals from the A-E firm were asked detailed design questions (i.e., to NYSDOT). Such as: Is the intersection at Parkside and the 198 a "boiler plate" or a custom design feature specific to the project? * Personnel from the A-E firm were more focused on discussing the specific graphic in front of them but were not considered very helpful when technical/engineer-based questions were asked about issues related to the graphic but not presently depicted. Here again, the A-E would indicate a person attending the meeting would be better discussing any technical questions with personnel from the NYSDOT. I am referring to questions on layout not about pavement design (i.e. subbase, base, wear surface, etc.) * I found it disappointing that the DRAFT EIS will not be available until Fall 2016 but NYSDOT is presently scheduling a 2017 construction contract award. * A NY representative indicated that the bidding process has not been decided as of May 19, 2016, but NYS was leaning towards a design-build contract. They would put the liability of start of construction on the contractor versus the state.
	586		5/31/2016	None (Member of the Community)	Written Comment Sheet	Generally disappointed with the recent proposals. The roadway footprint is still too big. The intersections are likewise impediments to non-motorized traffic. Please include the attached papers published by the partnership for Public Good with the public comments. The first is policy brief dedicated to the Scajaquada Corridor. 1) http://archives.ppgbuffalo.org/wp-content/uploads/2013/03/Scajaquada-Expressway-Policy-Brief.pdf . The second is a research paper on traffic that was inspired by the scajaquada project. 2) http://archives.ppgbuffalo.org/wp-content/uploads/2013/03/Traffic-Equity.pdf Papers copies of these papers have been included with this comment form.

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	587		7/16/2016	None (Member of the Community)	Web Site	<p>Scajaquada Expressway is being transformed to a 30MPH boulevard. But it is unclear what will happen to the section located within Humboldt Pkwy, east of Delaware Park. One of the difficulties with this section is there appears to be no official right-of-way (ROW) for the expressway. Perhaps that is because, as historian Mark Goldman explained: NYSDOT never legally acquired a ROW, they just called the parkland vacant and built the expressway with little public input.</p> <p>Humboldt Parkway's ROW, however, is on the official City maps and they say it's 200 feet wide. Right now, 182 feet of it is covered with non-permeable pavements. We need to make sure a good chunk of that land to vegetation for numerous reasons:</p> <p>First, it will allow rainwater to be treated within Scajaquada Corridor, rather than contributing to the frequent combined sewage overflows. Second, it has been shown that vegetation blocks and filters about a third of traffic pollution¹. Traffic pollution is fast being recognized as a contributing factor to a host of illnesses². Third, it will reduce the hazards to the numerous pedestrians and cyclists that use the area. Fourth, it will do much to fix the expressway's impacts on this part of our park system, which is listed on the National Register of Historic Places. And finally, 180 feet of pavement is just not necessary to connect two- and four-lane roads with 30MPH speed limits. Please help us recover our City's past glory, rather than memorializing planning blunders by leaving them in place.</p> <p>1 http://www.hsph.harvard.edu/news/features/cyclists-breathe-easier-on-their-own-paths/</p> <p>2 https://www.researchgate.net/publication/282250278_Traffic_Equity_in_Buffalo_New_York</p>
	588		7/16/2016	None (Member of the Community)	Web Site	<p>Please include the following comment in the Draft and Final Environmental Impact Statements for the Scajaquada Corridor Project I.D. No. 5470.22:</p> <p>To whom it may concern,</p> <p>Grade separation (the viaduct) gives the illusion that the soon-to-be Scajaquada Boulevard and Main Street don't intersect, but they do. The current, extremely befuddled intersection consists of four "slipways" on Humboldt Parkway and two traffic signals at Humboldt Parkway and Main Street. This is problematic for the community because the slipways on Humboldt Parkway push cut-through traffic and traffic pollution into the neighborhoods. It's also problematic for commerce because commercial vehicles are prohibited by law from using parkways¹. And it's problematic because each of these six areas of vehicular interaction generate collisions. These collision clusters are illustrated on NYSDOT's April 9, 2014 Traffic Accident Graphic viewable on their web page.²</p> <p>These problems can be alleviated by removing the viaduct and continuing the "boulevard through the park" through Humboldt Parkway to the 33. The six areas of vehicular interaction can be reduced to one signalized intersection, thereby reducing collisions. Kensington Avenue's awkward intersections can be removed by restoring its historic terminus at Humboldt Parkway,³ further reducing the collision-generating complexity.</p> <p>Eight travel lanes, in addition to Humboldt Parkway, are not necessary to connect two- and four-lane, 30-MPH urban roadways. Reducing to 4 lanes would allow the restoration of some of Humboldt Parkway's historic landscaping. This would buffer traffic's noise and air pollution in the most densely inhabited section of Scajaquada Corridor and improve connectivity and safety for numerous pedestrians and cyclists that use the area. The partial restoration of Humboldt Parkway would also reunite the Hamlin Park, Glenwood, Parkside, and Trinidad neighborhoods.</p> <p>As a short term traffic calming measure, I also ask that you install appropriate signage at Humboldt Parkway and Main Street that informs the drivers of commercial vehicles that the Parkway is off limits for them.</p> <p>1 https://www1.nyc.gov/nycbusiness/description/commercial-vehicle-restrictions</p> <p>2 https://www.dot.ny.gov/portal/page/portal/content/delivery/region5/projects/547022-home/547022-repository/07%20Scajaquada%20Accident%20Graphics.pdf</p>
	589		8/3/2015	None (Member of the Community)	Mail	<p>I have written to you in the past but if you are no longer involved in this subject I hope you will forward my correspondence to the right party and let me know. I am writing due to the changes since 7/16/15. The new speed limit is possibly reduced the 198 capacity but, for the most part, the slower speed limit has put vehicles closer together as they move along. This has made it even harder for those from Delaware Avenue to safely enter during heavy traffic times. I have always traveled this road keeping in the left hand lane (both eastward and westward). This makes traffic entering from Delaware easier. This is even more important now. For this reason I suggest putting up signs both near the Elmwood interchange and the Parkside interchange to have through traffic stay in the left hand lane as follow: From the West: "THRU TRAFFIC BEAR LEFT UNTIL PARKSIDE" From the East: "THRU TRAFFIC BEAR LEFT UNTIL ELMWOOD". In my experience this would drastically increase the ease of entry to 198 from Delaware Avenue. I'm sure the Park Maintenance Building people would like this too.</p>

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	590		2/11/2016	None (Member of the Community)	Web Site	<p>I am writing to give State Transportation Commissioner, Matthew Driscoll, my first hand knowledge of the folly of placing a median in the redesign of the Scajaquada Expressway in Buffalo, NY. I am one of three people who for the last 12-13 years has made a committed attempt at maintaining the medians on Main Street, between Bailey Avenue and Humboldt Blvd. I have strong personal opinion of how these medians cannot be sustained wither in the short term or with any longevity. Although the contract workers for the City of Buffalo and my small crew of committed residents have made valiant efforts in the proper care of these medians, they have been damaged every single season with multiple vehicles going airborne over the medians. One median at Humboldt was hit 18 times in one summer . There is CONSTANT repairs to the concrete that are needed which is extremely delayed by the City of Buffalo due to budgetary constraints and replacement of plant material that is constantly being torn up due to motor vehicle damage. Our group is meeting with our Council Members , Joel Feroletto of the Delaware District and Rasheed Wyatt, of the University District on 2/16 to discuss the possibility of the removal the Main Street medians due to this. I am certainly available to discuss this matter with the Commissioner if and when he would be interested in our input on the placement of a median along the Scajaquada Expressway. I can be reached at 716-864-1279</p>
	591		7/29/2016	Buffalo State	E-mail	<p>Thank you again for your follow-up. Your letter properly captures our concerns about the campus plans to enhance pedestrian access in the area impacted by a potential merger of Iroquois and the 198. In addition, the changes would severely impact daily campus operations. Some of the complications are as follows.</p> <ol style="list-style-type: none"> 1. Service vehicle traffic must be provided in both directions along the road in order to provide efficient operations for things such as our central receiving, custodial, maintenance and police vehicles. The design as proposed by DOT would require very long circuitous travel between many buildings 2. Visitors to campus for sporting events, planetarium shows or theatre events are problematic. These visitors are often unfamiliar with the campus and they need well-signed convenient access. As shown, visitors entering the campus at one main entrance may find they can't get to their destination without leaving campus and "trying again" by entering campus at another entrance. 3. The road modifications shown will have the effect of greatly increasing auto traffic on Tower Road (south of the 4 Tower buildings). This increase is in direct conflict with our goal to make this a pedestrian friendly route for the 1000 students living in the north dorms as they traverse this area several times a day. 4. The new road shown cutting across parking lot I-39 (east of Coyer Field) will prevent the construction of a soccer field as shown in our Athletics Stadium study and as endorsed in our Facilities Master Plan. <p>I would like to reiterate our desire for improved pedestrian and bicycle connectivity to the campus, an at-grade pedestrian crossway, and enhanced beautification and environmental improvements, but we can not envision a way to make the road consolidation work for us. I suppose that if route 198 was completely changed to a city street allowing turns from either direction onto campus via "driveways" or connecting roads linked to the campus parking lots and internal roads something could work, but I don't know how feasible that is for you.</p> <p>It does seem that a reduced median or elimination of redundant bicycle paths on both sides of the 198 might help to reach the goal without the need for road consolidation. In addition, if there was a plan in the long term that would allow us to extend Rockwell Road and pull traffic directly off the 198 ramp or somehow off the 190, that may help with campus traffic.</p> <p>Please let me know if there is any further explanation or information needed.</p>
	592 (PART ONE)		10/23/2013	Parkside Community Association	Mail	<p>The following letter is in response to the ongoing Environmental Impact Study (EIS) for the Scajaquada Parkway. As you are aware, the Parkside Community is located on the northern border of the Parkway from Main Street through Delaware Park. Our neighborhood's proximity to the Scajaquada Parkway provides us with a unique insight to the daily operation of this thoroughfare. Below is a summary of our knowledge regarding the Expanded Project Proposal and EIS.</p> <p>PROJECT BACKGROUND</p> <p>The Scajaquada Expressway was constructed in the 1950's to connect the I-190 to Route 33 and the 1-90 as part of an interstate highway system. The Expressway meanders along Scajaquada Creek and cuts through Delaware Park, Buffalo's most prominent Olmsted-designed park, before it connects to Route 33. Designed only for vehicles and in a manner that moves traffic through the City instead of improving access to the City, the Expressway has had many negative impacts on the surrounding community. It has severed Delaware Park in half, ruining its historic and aesthetic character, and has created a barrier between the neighborhoods to the north and neighborhoods to the south. This barrier makes it extremely difficult to navigate through this section of the City without a car, and therefore is impeding ongoing efforts by the City and other transportation organizations to increase the walkability of neighborhoods and decrease the percentage of trips that are being made by car. Additionally, the Scajaquada Expressway is underutilized by vehicles and only comes close to the vehicular capacity it was designed for during the peak travel time of 4 pm-6pm.</p> <p>In 2005, the City conducted a study known as the Expanded Project Proposal (EPP) to analyze the feasibility of downgrading the Expressway between Parkside Avenue and Grant Street in order to alleviate the negative impacts it has had on the community. With significant public input, the EPP established a preferred design alternative that reduced the vehicular speed to 30 MPH, improved the aesthetic of the roadway and incorporated multi-modal facilities - into its design, such as pedestrian crossings and bicycle lanes. The EPP study indicated that this preferred design alternative would greatly improve connectivity, access and overall quality of life for residents and park visitors, while having little to no impact on vehicular travel times through this short stretch of roadway.</p> <p>Based upon the EPP, The NYS Department of Transportation (NYSDOT) began conducting an Environmental Impact Statement (EIS) for this project.</p>

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	592 (PART TWO)		10/23/2013	Parkside Community Association	Mail	<p>However, NYSDOT expanded the EPP's Purpose and Needs Statement to include that the project had to ensure the Scajaquada Expressway would continue to be used as a "feasible and prudent urban arterial" and that the project would "not significantly erode tile existing level of service" for motor vehicles. Because of this, NYSDOT deemed the EPP's preferred alternative as being infeasible and instead chose a preferred alternative that focuses on improving traffic flow for vehicles to alleviate congestion during peak travel times while having a negligible impact upon travel times.</p> <p>Many stakeholders feel that NYDOT's preferred alternative contradicts the project's original intentions, is inconsistent with the city's comprehensive plan as well as the Olmsted Parks master plan and does not adequately address the concerns of the community, nor follow NYSDOT's own policies regarding improving multimodal connections and encouraging smart growth.</p> <p>1. NYSDOT's alternative focuses on improving the level of service for vehicles by improving traffic flow that is intended to get vehicles through the park more quickly during peak periods. The alternative does not provide adequate infrastructure improvements that would improve access to and through the park for pedestrians and bicyclists, does not restore the connectivity between the two sections of the park, does not restore the connectivity between neighborhoods surrounding the park, and does not improve the quality of life of residents in the surrounding neighborhoods.</p> <p>2. While the design's primary focus is on attempting to decrease congestion during peak travel times, evidence suggests that it will not be able to accomplish this due to induced demand. The design addresses congestion by making the highway more efficient for vehicles currently utilizing it. However, by improving traffic flow and making it easier for drivers to utilize the highway, new drivers who once avoided the highway will now choose it as their travel path. This will result in higher traffic volumes and over time, will go back towards its existing levels of congestion or make congestion worse. NYSDOT acknowledges that induced demand is a certainty, but is unwilling to properly address it in this project.</p> <p>3. NYSDOT's preferred alternative contradicts two recently passed policies in New York State: The NYS Smart Growth Public Infrastructure Policy Act (SGPIPA) was signed into law in August 2010.</p>
	592 (PART THREE)		10/23/2013	Parkside Community Association	Mail	<p>The Act is intended to minimize the unnecessary cost of sprawl development and requires State infrastructure agencies, including NYSDOT, to ensure public infrastructure projects undergo a consistency evaluation using the ten Smart Growth criteria specified in the Act. This has not been completed to date and the project is not expected to be consistent with the Smart Growth criteria. Governor Cuomo also signed the Complete Streets Act into law on August 15, 2011, which requires state, county and local agencies to consider the convenience and mobility of all users (including bicyclists, pedestrians and persons with disabilities) when developing transportation projects. NYSDOT's preferred alternative does not address improving the roadway's level of service for these categories.</p> <p>CASE STUDIES</p> <p>Buffalo is not the first city to attempt downgrading an expressway. Two well-known American examples of downgrading expressways are New York City's West Side Highway and San Francisco's Embarcadero Freeway. In both cases, the expressways were removed and contrary to warnings, most of the car trips (up to 53% in New York City back in 1973) simply disappeared. They did not pop up elsewhere, clogging surface streets; people found other ways to get around. In San Francisco downgrading the Embarcadero into a boulevard raised property values by 300%, a threefold increase that has paid for the cost of construction several times over since 2000 ("Removing Freeways-Restoring Cities," - http://preservenet.com/freeways/index.html). In fact, a British study of worldwide data found that road removals generally improve local economics, while new roads increase unemployment (Jill Kruse, "Removing It and They Will Disappear"), By giving new life to the areas previously blighted by expressways, these downgrades have actually been found to reduce overall travel times further clarifying the impact of induced demand (Jeff Speck, "Walkable City").</p> <p>COMMUNITY CONCERNS</p> <p>A coalition of community stakeholders, institutions and individuals lead by Assembly Member Sean Ryan have expressed the community's desire to further downgrade the Scajaquada Expressway. The areas of concern explicitly identified include:</p> <ul style="list-style-type: none"> • While we are encouraged by the proposed remediation of the dangerous on/off ramps at Delaware and Elmwood, the Parkside and Scajaquada intersection has not been improved to provide a safer pedestrian crossing" the neighborhood and students from Medaille College that use it.

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	592 (PART FOUR)		10/23/2013	Parkside Community Association	Mail	<p>The current condition has lead to numerous serious vehicular accidents and many close calls by pedestrians. 'the distance between the safe refuge for pedestrians areas remains the same as the existing condition which does not induce a safe crossing. This crossing not only connects Medaille College to our community, the Buffalo Zoo and Delaware Park but it also acts as a barrier to a significant neighborhood, the Agassiz Circle community.</p> <ul style="list-style-type: none"> • The Main Street off ramp and intersection above the Scajaquada has not been improved for pedestrians or vehicles in the February 2013 documents. All pedestrian crossings do not meet the state standard for safety. During our meeting with the NYSDOT team on April 23, 2013, we reviewed options to revise this intersection eliminating the triangular pedestrian island and one light. Our organization would like to see further study of this proposal. This design option may relieve pedestrian conflicts in some areas, however, we are concerned that it will not address the conflicts at all pedestrian crossings. The safety of pedestrians in this area is critical to connecting our community to Canisius College, Medaille College, Sisters Hospital, Hamlin Park and the NFTA Metro Rail. • All proven traffic calming techniques should be applied to the project area to establish a 30mph traffic speed to create a safe and more accessible urban arterial. • Beyond the proposed crossing connecting Buffalo State with the Wegman's area, additional opportunities for public access crossing the Scajaquada via bicycle and pedestrian are desired. At grade crossings are preferred. • Adequate crosswalks with the appropriate safe crossing treatments are needed. • Roadway design and landscape restoration should be employed to minimize the intrusion of vehicle travel through the historic landscape of Delaware Park to the greatest extent possible. • The project should seek to create a complete street that accommodates all roadway users; this includes vehicles, commuting bicyclists, recreational bicyclists, recreational joggers and walkers. • On street bike lanes and pedestrian walkways are desired connecting to the citywide network. • Gateways should be established within each end of the corridor honoring the historical significance of this area by creating a welcoming and inspiring user experience. • Improved ingress and egress at the Buffalo Parks maintenance facility is desired to eliminate the blind turn condition.
	592 (PART FIVE)		10/23/2013	Parkside Community Association	Mail	<ul style="list-style-type: none"> • The decrease of permeable surface by 20% in the proposed plans is a significant benefit and any additional storm water runoff that can be treated naturally throughout the entire Scajaquada corridor is welcomed. • An agency responsible for maintenance has not been identified. A long-term maintenance plan with all stakeholders and agencies needs to be established. • The outer guardrail shown on the Grant Street & Elmwood Avenue rendering maintains an undesirable condition. An installation that is inline with the character of the new roadway condition similar to a stone wall at the median is desired. <p>The information described above includes the concerns we have heard from our community members regarding the NYSDOT Scajaquada Parkway proposed preferred option. During our meeting on April 23, 2013 at the PCA offices we discussed specifically the Main Street condition. Our understanding from that meeting was that an additional study would be pursued for this intersection to review the viability of the option developed by David Hill (NYSDOT) during our meeting. We welcome this additional study and would urge you to pursue the same due diligence on the areas of concern we have described above.</p> <p>The PCA looks forward to additional dialogue about our community's concerns and how we can achieve a Scajaquada Parkway project that is in harmony with its surroundings and our community. This vision includes a parkway that celebrates the park system and Scajaquada creek while creating a vibrant environment for the adjacent higher education, commercial and residential neighbors. Please feel free to contact our organization with any comments or concerns regarding the content of this letter.</p>
	593 (PART ONE)		6/27/2014	Parkside Community Association	Mail	<p>On behalf of the Parkside Community Association. I am writing to congratulate the New York State Department of Transportation's (NYSDOT) plan to reconstruct the Elmwood Avenue Bridge over NY Route 198 and Scajaquada Creek.</p> <p>The Elmwood Avenue Bridge is an important gateway of historical significance connecting to many of our city's most prized cultural, educational, recreational and architectural treasures and business corridors. The existing bridge design and configuration is grossly inadequate for the prominence of the location and surrounding landscape. The expressway-like proportions and design encourage vehicular behavior that is inappropriate for the high volume of pedestrians and bicyclists that use this location year-round to take advantage of the surrounding institutions, park and pathways.</p> <p>While overall this is a positive development, the following issues need to be addressed:</p> <ul style="list-style-type: none"> • Elmwood Avenue's separated bicycle facility connecting the Elmwood Village at Forest Ave. to the Burchfield Penney and Buffalo State up to Iroquois Drive is an excellent example of the City of Buffalo's commitment to developing safe Complete Streets. NYSDOT should support this effort and extend the separated bicycle facility across the bridge connecting to the Jesse Kregal Pathway so that future City of Buffalo complete street projects could then extend this facility further north to the Grant-Amherst Business Association and additional investments occurring in the corridor. This could be easily achieved by reducing the travel lane widths to 10 ft. which would be consistent with the existing widths south of the bridge along Elmwood Avenue. • Sidewalk snow removal is a significant challenge in the City of Buffalo and passing the maintenance issue onto them is irresponsible. Their needs to be a long-term solution developed with the surrounding institutions to ensure this connection is safe year-round. • Based upon the significance and history of the location, a bridge design that more closely celebrates the past's ornamental character through the use of natural stone material and an arched facade is desired. • Incorporating public art, historical markers and place-making opportunities into the design by working with the surrounding institutions including, but not limited to the Albright-Knox Art Gallery, Burchfield Penney Art Center, The Olmsted Parks Conservancy and The Buffalo History Museum would be an excellent addition.

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	593 (PART TWO)		6/27/2014	Parkside Community Association	Mail	<ul style="list-style-type: none"> How does this project effect current work being completed on right-sizing the Scajaquada Expressway, including the additional study options for a 30mph corridor and complete restoration of Delaware Park? How does the retention pond area work m1d what impact will it have upon the Scajaquada Creek? With the construction schedule currently projected at taking two seasons, what will be the temporary pedestrian and bicycle accommodations through th.is corridor? <p>While understanding the type of funding source available for this project made the timeframe quick, many have felt that the public engagement process has not provided adequate time for input. For a project of this significance and magnitude, which will affect bow people use this corridor for a generation, community consensus is integral.</p> <p>Thank you for the opportunity to comment on this project. We would be happy to collaborate with you to host a meeting achieving the best possible project for our community in an expeditious manner to address the issues identified above.</p>
	594 (PART ONE)		2/26/2016	Parkside Community Association	Mail	<p>It is clear that Scajaquada Expressway is officially being transformed into the Scajaquada Boulevard defined as a 30 MPH facility that is in harmony with its surroundings and designed for all users. Our community supports this approach and looks forward to working on the details of this plan with your team. However, our community is concerned over how this configuration will integrate with the grade- separated (viaduct) intersection with Main Street. After careful consideration the Parkside Community Association and its Traffic Committee call for the viaduct's removal and restoration of the at-grade intersection with Main Street.</p> <p>First and foremost, we hope this would improve the safety of both pedestrians and motorists while reconnecting the communities that have been severed by this roadway including the Parkside, Glenwood, Trinidad and Hamlin Park communities. As you know the intersections surrounding area experience some of the highest accident rates along the expressway with the Parkside intersection accounting for 30% of the total. By bringing their design closer to typical at-grade intersections for roadways of this nature, we hope we can reduce the accident rates closer to state norms and hopefully much lower. In addition:</p> <ul style="list-style-type: none"> The two signalized intersections at Main Street and Humboldt Parkway could be reduced to one. The pedestrian crossing at Main Street could be improved. Currently the northern crosswalk at Sister's Hospital lacks a pedestrian signal. This dangerous situation is worsened by the fact that pedestrians cannot view the northbound traffic signal on Main Street and therefore cannot tell if the green arrow for Humboldt Parkway is actuated in concert with northbound traffic or not. The dangerous slipways on Humboldt Parkway that induce speeding and reckless driving would no longer be needed. The landscaping this configuration would require would mitigate the impacts of the boulevard's noise and air pollution on the surrounding neighborhoods. The landscaping would also improve the area's connectivity and provide shelter for the numerous pedestrians attracted by the neighborhood, two colleges, hospital. subway station, and park.
	594 (PART TWO)		2/26/2016	Parkside Community Association	Mail	<ul style="list-style-type: none"> Although the Main Street viaduct was constructed over 50 years ago, it does not meet any of the criteria for listing in the National Register of Historic Places (NRHP). Its removal, however, would greatly mitigate impacts to Humboldt Parkway, which as part of our Olmsted parks system, is already listed on the NRHP. <p>In the short term while the planning phases proceed we recommend that measures be installed immediately on the Scajaquada Expressway in this area to improve the safety for all users. We applaud your approach of reducing lane widths however we would request that both entrances on the 198 off of route 33 be reduced from 2 lanes to 1 lane. This lane reduction will reduce the ongoing conflict of drivers trying to cut across multiple lanes while creating more orderly driving condition. This lane reduction is in line with the 21ane configuration beyond Parkside Avenue.</p> <p>We look forward to working with you to finalize these and other design details in the coming months.</p>

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	595 (PART ONE)		9/30/2015	Scajaquada Corridor Coalition	Mail	<p>The Scajaquada Corridor Coalition (SCC) is writing to you on behalf of over 100 organizations and over three thousand residents who have expressed a desire to right-size state route 198, the Scajaquada Expressway. We want to express our gratitude and thanks to Governor Cuomo and the New York State Department of Transportation for the swift action taken after the tragic crash that led to the death of a young child. As you may be aware, right-sizing the Scajaquada has been the desire of the community for over 15 years and the initial steps taken to bring the speed along the expressway down to 30mph has begun to transition the corridor improving the safety of all users while better fitting within the context of an Olmsted Design park.</p> <p>There was much anticipation in the community for the September 16 public meeting Region 5 NYS Department of Transportation held but many left disappointed. It was stated that the short-term changes could be with us for the next 4-6 years before a final Environmental Impact Statement (EIS) and funding could potentially be secured to begin construction of a long-term preferred alternative. During the public meeting there was no discussion about the current changes that have taken place or what additional measures would be implemented. This is unacceptable.</p> <p>The 2005 Expanded Project Proposal (EPP) process developed a Short Term plan supported by the community that would move the design of the corridor to 30mph to facilitate what is now the posted speed limit at a cost of roughly \$5 million. This is a reasonable and prudent expenditure considering the timeframe these short-term measures will be with us according to the timeline provided by your department.</p> <p>Furthermore it is critical, with the lower posted speed limit, that significant change in the character of the corridor take place. The 2005 EPP stated; "with the openness of the roadway, the absence of trees and other natural features lining the roadway, and the presence of guide rail separating the eastbound and westbound drivers; the Scajaquada has more of a highway-like character giving drivers the message that speeds higher than 30mph speed limit are safe. Therefore, just changing the speed limit signs would not be sufficient for slowing traffic on the Scajaquada ... physical changes (traffic calming measures) are needed to clue motorists that they should be travelling at the ... 30 mph posted speed" and we could not agree more.</p> <p>First and foremost a gradual transition (Att. 1 & 2) of roadside treatments creating gateways into the corridor is needed.</p>
	595 (PART TWO)		9/30/2015	Scajaquada Corridor Coalition	Mail	<p>Secondly, traffic-calming techniques that are intended to improve conditions for non-motorized users (bicycles & pedestrians) are needed (Att. 3). Lastly, additional features throughout the corridor are needed (Att. 4) to remind drivers that the speed limit is 30mph. To this end, provided in detail are the short-term recommendations of the 2005 EPP that the sec would like to see implemented in full.</p> <p>In addition to our concerns over the short term measures the community is frustrated that the study does not include the full extent of the Scajaquada Expressway deviating from the original project extents presented in 2007 and beyond (ATT 13). During the presentation it was made clear that the extent of the project did not include the entire Scajaquada Expressway from the Route 33 to Interstate 190. The project team specifically stated that the Main Street intersection was too difficult of a problem and they are unable to develop a solution to make this a safer condition. This intersection has accident rates exceeding the state average and continues to be a dangerous condition for all users. The community continues to request that the project include the full extent of the Scajaquada Expressway as originally intended. By doing so this will provide an opportunity to improve the safety of the Main Street intersection and reconnect the communities separated by the current expressway from Niagara Street to Hamlin Park. Traffic calming measures through a transition zone east of the Main St intersection are recommended. (Att. 5)</p> <p>Short-term Improvements Traffic calming measures</p> <p>As part of the short-term improvements the Scajaquada traffic calming measures would include the following:</p> <ul style="list-style-type: none"> • Transitions- are the first feature motorists would experience as they exit from the high speed, tension packed expressway (Route 190 and Kensington Expressway (Route 33), to the low speed, calmed Scajaquada. Thus it is important for the transitions to clue motorists that they must slow down. Intensive traffic calming measures are needed in these transitions. <ul style="list-style-type: none"> o West End Transition (Att. 1)- would be located between the 1-190 and Grant Street. <ul style="list-style-type: none"> • Rumble Strips - The first measure encountered as a motorist travels eastbound would be rumble strips across the travel lanes. Additional rumble strips would be provided periodically along the Scajaquada. This end of the Scajaquada is industrial. Therefore noise from the multiple rumble strips would not disturb residents.

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	595 (PART THREE)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> • Overhead signs - The existing overhead signs would be replaced with "Expressway Ends" signs and flashing beacons. • Texas barrier - The existing concrete jersey barrier would be replaced by Texas barrier. The Texas style barrier has a more urban appearance and the open spaces would give motorists a glimpse of their surroundings as well as a visual and audible clue that they have entered a different area. • Streetlights - Mounted on top of the Texas barrier would be streetlight with Central park luminaires and banners spaced 30 meters (100') on center. These lights and banners would also give motorists a visual clue that they have entered a different area. After the Texas barrier ends, ground mounted streetlights would be spaced 20 meters (70') on center. The closer spacing further reinforces that the motorist has entered a different area. • Streetscape - As the motorist approaches Grant Street the typical streetscape section (Att. 7) would be introduced. A traffic diverter would be located at the west end of the median. In the median would be an area for a landmark/ focal point feature and plantings make a statement that motorists are passing through a gateway to an important community place. • Gateway Sign - A gateway sign (other than a "green" traffic sign) would welcome motorists to the Scajaquada. The appearance of the structure supporting the sign would be consistent with the streetscape strategy. Speed limit signs on the gateway sign would reinforce the 30mph speed limit. • Name Change- The gateway sign could state, "Welcome to the Olmsted Crescent via Scajaquada Way," which would identify the new corridor. In addition, the 1-190 exit signs would be revised from directing them to the "expressway" to a "parkway". This name is not cast in stone and would need to be vetted by the community because of the corridor's importance as a special route connecting our city's educational, historical, cultural and environmental amenities. !! Intelligent Traffic System (ITS) -- ITS features such as variable message boards and electronic speed indicators such as the ones already in place, should be included to continually reinforce the 30mph speed limit.
	595 (PART FOUR)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> • Intersection - Finally, the transition would include an intersection at the foot of the Grant Street ramps for the Scajaquada. The transition would include a signalized intersection at the foot of the Grant Street ramps (Att. 6) for the Scajaquada eastbound direction. Essentially, the ramps would be combined to form Road "G" and the median diverter would be added to the Scajaquada. o East End Transition (Att. 2 & 5) - would be located between Route 33 and Main Street. • Overhead signs - The existing overhead signs would be replaced with "Expressway Ends" signs and flashing beacons. • Streetlights- Existing streetlights are mounted on top of retaining walls. Additional ground or wall mounted streetlights with Central Park luminaires and banners would be spaced 20 meters (70') on center. The close spacing gives motorists a visual clue that they have entered a different area. • Streetscape - As the motorist approaches Main Street the typical streetscape section would be introduced. However, the existing roadway footprint would not provide space for a 4.3 (14') wide median. The narrow median could be a raised planter defined by jersey barrier. Stamping it with a texture similar to the retaining walls that line the Scajaquada could soften the barrier. Streetlights with Central Park luminaires would be included in the median. This narrow median would not be a place for a landmark/focal point feature. Instead the landmark/focal point feature could be located in the median of the improved signalized intersection at Parkside Avenue. All the above improvements along with the overhead sign described below make a statement - that motorists are passing through a gateway to an important place. • Gateway sign - A gateway sign with a brown or other non-green traffic sign color would welcome motorists to the Scajaquada. If a project is advanced the appearance of the structure supporting the sign would be designed to be consistent with the streetscape strategy. Speed limit signs on the gateway sign would reinforce the Scajaquada's 30 mph speed limit. • Name change - Like the west end gateway sign the east end gateway sign could state "Welcome to the Olmsted Crescent via the Scajaquada Way". • Intelligent Traffic System (ITS) - ITS features such as variable message boards and electronic speed indicators strategically located along the Scajaquada would be included to reinforce the 30 mph speed limit.

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	595 (PART FIVE)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> • Lane width reduction - The existing 3.6 meter (12') travel lanes would be replaced by 3.3 meter (11') travel lanes. To cost effectively narrow the travel lanes for the short-term improvements the lanes would be "pushed" to the median, resulting in space for a bike lane. The typical sections detailed were defined to maintain the existing roadway footprint. Thereby, costs and disturbances to the environment could be minimized. <ul style="list-style-type: none"> o West Segment (Att. 7) - Grant to Lincoln Parkway (south) <ul style="list-style-type: none"> • A 1.525 meter (5') bicycle lane between the outer travel lane and the shoulder in each direction (See Note 111-4) <ul style="list-style-type: none"> • Two 3.3 meter (11') travel lanes in each direction (See Note 111-5) • A 2.4 meter (8') shoulder with tinted asphalt and rumble strips in each direction <ul style="list-style-type: none"> • A 0.3 meter (1') curb offset on either side of the median • The existing 1.2 meter (4') curbed median and guide rail would be removed to the greatest extent possible. <ul style="list-style-type: none"> o Middle Segment (Att. 8) - Lincoln Parkway (south) to East of Delaware Avenue <ul style="list-style-type: none"> • A 3.0 meter (10') recreational trail along the south side (See Note 111-6) <ul style="list-style-type: none"> • Existing curb would be retained • A 1.525 meter (5') bicycle lane between the outer travel lane and the curb in each direction (See Note 111-4) <ul style="list-style-type: none"> • Two 3.3 meter (11') travel lanes in each direction (See Note 111-5) <ul style="list-style-type: none"> • A 0.3 meter (1') curb offset for the median • The existing 1.2 meter (4') curbed median and guide rail would be removed to the greatest extent possible <ul style="list-style-type: none"> o East Segment - (Att. 9) East of Delaware Avenue to Parkside Avenue <ul style="list-style-type: none"> • A 3.0 meter (10') recreational trail along the south side (See Note 111-6) <ul style="list-style-type: none"> • Existing curb would be retained • A 1.525 meter (5') bicycle lane between the outer travel lane and the curb in each direction (See Note 111-4) <ul style="list-style-type: none"> • Two 3.3 meter (11') travel lanes in each direction (See Note 111-5) <ul style="list-style-type: none"> • A 0.3 meter (1') curb offset for the median • A 6.0 meter (20') median with grass. If budget permits plantings would also be included in the median.
	595 (PART SIX)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> • Note 111-4: The 1.525 meter (5') wide bicycle lane would meet the minimum requirements recommended by the AASHTO "Guide for the Development of Bicycle Facilities" and Chapter 18 of the NYSDOT Highway Design Manual. Further guidance provided in the FHWA report "Selecting Roadway Design Treatments to Accommodate Bicycles" recommends a 1.8 meter (6') bicycle lane for urban sections that carry more than 10,000 AADT. The narrower lane was selected to maintain the existing roadway "footprint", hence avoiding or minimizing disturbance to the environment and parkland. The wider bicycle lane will be further evaluated if a project is advanced. • Note 111-6: The multi-purpose trail would be located between Lincoln Parkway (south) and Parkside Avenue to improve pedestrian access to the portion of Delaware Park that is south of the Scajaquada. More trail west of Lincoln Parkway could be included if a project is advanced and additional funding is available. • Shoulders with rumble strips - A shoulder with rumble strips would reinforce the narrower lane, especially for the short-term improvements. • Modification of access points - All the modification of access points included in the long-term improvements, described above and in Section III.C.I.b.(G) of the 2005 EPP, to replace ramps and acceleration or deceleration lanes with connecting roads and intersections are too extensive to be included in the short-term improvements. However, a cost effective modification of some access points would contribute to the success of short-term improvements at converting the Scajaquada's character from an expressway to a road within a park. The new access controls on the Scajaquada would remind drivers that they have entered a special place and should travel at the 30 mph speed limit. Cost effective access modifications within both transitions would be considered the minimum. However, the long distance between 1-190 and Route 33 warrants consideration of a mid-point cost effective access modification. The midpoint access modification would remind drivers that they have entered a special place and should travel at the desired 30 mph speed limit. The mid-point occurs at Lincoln Parkway (north). However, an optional access modification at Delaware Avenue will also be evaluated because the traffic volume at that location would have a more significant traffic calming effect. Either location would be signalized to provide the level of service required enter or exit the Scajaquada. The short-term access modifications are described in Section 111.C.I.b.(6). <ul style="list-style-type: none"> o GRANT STREET INTERCHANGE SHORT-TERM IMPROVEMENTS (Att. 6)

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	595 (PART SEVEN)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> As part of the long-term improvements a signalized intersection option and a roundabout option are proposed at the Grant Street interchange. Based on the comparison of these options, a signalized intersection would be the most cost effective and feasible modification for a short-term improvement. This short-term improvement would be the same as the long-term improvement and would provide the same features, except there would be less landscaping and the pedestrian bridge over the Scajaquada Creek would not be included. <ul style="list-style-type: none"> MID-POINT SIGNALIZED INTERSECTION SHORT-TERM IMPROVEMENTS As described in the traffic calming plan, another signalized intersection on the Scajaquada is recommended between the proposed intersection at Road "G" and the intersection at Parkside Avenue. This new signalized intersection would be placed at either Lincoln Parkway (north) or at a Delaware Avenue ramp. <ul style="list-style-type: none"> Option A: Signalized Intersection at Lincoln Parkway (north) (Att. 10) As part of the long-term access modifications, the Lincoln Parkway (north) access to the Scajaquada would be modified to include a median opening. With the proposed median opening the existing right turn onto the Scajaquada would remain and the median opening would permit only a left turn onto the Scajaquada. As part of the short term improvements, this access modification could be modified to include a signal. The permitted turns and pedestrian crossings would remain the same. If desired, the signal would be removed after other long-term improvements have been constructed. This short-term improvement would be the same as the long-term improvement and would provide the same features, except there would be less landscaping. Option B: Signalized Intersection at a Delaware Avenue Ramp <p>Att. 111 A signalized intersection would be the most cost effective and feasible modification for a short-term improvement. This short-term improvement could be similar to the long-term improvement and would provide the same features, except there would be less landscaping. However, a more cost effective modification would be to combine the Scajaquada eastbound ramps for Delaware Avenue southbound into Road "D1" and replace the slip ramps and acceleration/deceleration lanes with a signalized "T" intersection at both ends. Road "D1" would be able to utilize more of the existing ramps than Road "D".</p> <ul style="list-style-type: none"> PARKSIDE AVENUE INTERSECTION SHORT-TERM IMPROVEMENTS Att.121 A signalized intersection would be the most cost effective and feasible modification for a short-term improvement.
	595 (PART EIGHT)		9/30/2015	Scajaquada Corridor Coalition	Mail	<p>This short-term improvement would be the same as the proposed long-term improvement and would provide the same features, except there would be less landscaping.</p> <ul style="list-style-type: none"> Median barrier removal - Removal of the median barrier would be a significant step toward changing the expressway character of the Scajaquada. to a road within a park character. The new character would convey to drivers that a lower speed is more safe and comfortable. Removal of the median barrier is proposed to the greatest extent possible. Bicycle and Pedestrian Plan -As part of the short-term improvements the Scajaquada pedestrian/bicyclist plan between Grant Street and Parkside Avenue would include the following features (Att. 4): <ul style="list-style-type: none"> A 1.525 meter (5') sidewalk along the north edge of the Scajaquada A 3.0 meter (10') trail along the south edge of the Scajaquada A 1.525 meter (5') bicycle lane in each direction For the Grant Street, Mid-Point and Parkside intersections described above, raised crosswalks with high visibility pavement markings would be accompanied by pedestrian actuated pedestrian traffic signals. <ul style="list-style-type: none"> Supplemental crossings are proposed at the following locations: <ul style="list-style-type: none"> At the end of Road "G" a pedestrian bridge over the Scajaquada Creek would provide connectivity for people around the west end of Buffalo State College to the Scajaquada Pathway and other points of interest on the other side of Scajaquada Creek. <ul style="list-style-type: none"> As part of the access modifications proposed at Grant Street the westbound off ramp would be closed. The bridge that carries that ramp over the Scajaquada Creek would be utilized to carry pedestrians. A pedestrian bridge towards the center of Buffalo State College would provide connectivity for students and faculty of Buffalo State College to the Scajaquada Pathway and other points of interest on the other side of Scajaquada Creek. <ul style="list-style-type: none"> As part of the access modifications proposed at Elmwood Avenue the westbound on/off ramp would be modified to include a sidewalk and bicycle lanes. In addition, a trail from the east end of Buffalo State College would connect to the proposed trail along the south edge of the Scajaquada as well as connectivity to the Elmwood Avenue area.

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	595 (PART NINE)		9/30/2015	Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> As part of the access modifications proposed at Elmwood Avenue the westbound off ramp to Elmwood Avenue northbound would be closed. The bridge that carries that ramp over the Scajaquada Creek would be utilized to carry pedestrians. As part of the access modifications proposed at Lincoln Pkwy (south) an unsignalized pedestrian crossing with high visibility pavement markings and a refuge area in the median would be provided. As part of the access modifications proposed at Lincoln Avenue (north) an unsignalized pedestrian crossing with high visibility pavement markings and a refuge area in the median would be provided. As part of the access modifications proposed at the Park Maintenance facility an unsignalized pedestrian crossing with high visibility pavement markings and a refuge area in the median would be provided. Landscaping - A significant effect would be accomplished by focusing landscape development at the transitions. The landscape development provided in the transitions would enhance those areas as gateways to the Scajaquada. As importantly, the landscape development would promote traffic calming for motorists entering the Scajaquada corridor. Short-term landscape development within the transition zones would include the beginning of a parkway like streetscape. The centerpiece of the transition zones would be a raised diverter median with plantings and possibly a landmark focal point. <p>The sec strongly believes that this project is essential towards the future revitalization of our city. Public sentiment and support is resoundingly in favor of the 30mph option. As it stands the roadway needs to be further transitioned through the above traffic calming measures identified to facilitate the new speed limit. After 18 months of waiting and the unimaginable tragedy at Delaware Park, the last public meeting lacked the necessary focus on short-term measures required to eliminate the expressway-like character of the existing corridor. The communities focus is on short-term measures that can be put in place to provide immediate impact on driver behavior on the corridor. Once the short-term changes are implemented, it will be essential to then re-evaluate the long-term vision and the multiple impacts upon the residents of the City of Buffalo. The current proposals by the NYSDOT for the long term design require significant rethinking to meet the goal of having a parkway that will be in harmony with its surroundings.</p>
	596		1/20/2016	Scajaquada Corridor Coalition	Mail	<p>When you attended the stakeholders meeting at the Department of Transportation offices in November, your approach and outward attitude was far different from what we had experienced from the DOT in the past and our expectations were raised for a more successful and informed result, largely due to your experience in urban planning. Your absence from the meeting last week was disappointing to say the least, and the meeting was largely vehicular-traffic-modeling-driven with little focus on strategic outcomes other than moving traffic.</p> <p>As chairman of the Design Committee of the Scajaquada Corridor Coalition, my task is to view this project with a larger, more long-term vision in mind. Last week's meeting was less than satisfying. Two things became abundantly clear.</p> <p>First, the goal of current traffic modeling is simply to move as much traffic as possible as quickly as possible between two points. We were told that certain alternatives were rejected because they could not satisfy a daily traffic count of 70,000 vehicles. Ironically, the only section of the roadway that approaches that level is the Main to Route 33 section; from Parkside to Main is slightly lower at about 57,000 vehicles. The remaining sections of the roadway average between 38,000 and 49,000 vehicles per section. And historically, we have been told that only about 15% of the traffic traverses the entire length of the roadway.</p> <p>To a degree, I sympathize with the predicament the DOT and their consultants find themselves in: the modeling used in these studies is outdated and fails to accurately predict the outcomes of various traffic changes. Time and again, other cities have completely removed roadways for one reason or another, yet the drastic consequences predicted routinely fail to materialize. The impact on local neighborhoods is overstated and exaggerated while increased traffic on commercial corridors is generally viewed as good for local businesses. What would an urban planner see in that lineup? An array of cultural and educational institutions stretching from Main Street to the Niagara River, and a park to connect most of it. Call it a "Cultural Corridor".</p> <p>Despite the significant opportunities presented, the DOT appears to be unable to consider anything beyond Grant Street, nor will the DOT consider the link to Route 33 at this time. As I said earlier, this is a generational opportunity that cannot be hampered by a short-sighted vision. We need to open this discussion and the planning to a broader vision that will leave our descendants with a better city than the one we received. Anything less is barely worth our efforts. Please help us to realize that vision.</p>
	597		4/25/2014	WNY environmental Alliance	Mail	<p>I wanted to thank you and the staff at the New York State Department of Transportation for your continued work to develop community consensus around the Scajaquada Expressway project. I am encouraged by the recent announcement that your team will be studying a 30 mph option and the potential of converting a section of the roadway into a complete city street.</p> <p>During the public meeting on April 9th, there were a rising number of calls by the community for the complete removal of the Scajaquada Expressway. I do believe this alternative should be added to the study's alternatives so that the public could weigh the impact such a removal would have on our city streets, the health.</p> <p>This additional study along with studying the complete removal of the Scajaquada will go a long way towards building community consensus.</p> <p>Please consider this request.</p>

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	598		4/14/2014	Buffalo Niagara River Keepers	Mail	<p>Buffalo Niagara Riverkeeper has reviewed the most recent plans for the Scajaquada Corridor Expressway Downgrade project and we commend the significant improvements that have been made to the design proposal. Given the limitations set by both the funding source and the defined project limits we believe the direction in which this project is now heading appears to be much more in line with the community vision.</p> <p>We support the growing collective of community voices which envision the Scajaquada corridor as a Complete Street; an urban design which would entirely eliminate the limited access conditions of the former Expressway and which would include maximized rehabilitation of Scajaquada Creek (and its habitat buffer zones), expanded physical and visual access to the Creek, integrated state-of-the-art stormwater management throughout the corridor, and significantly enhanced multi-modal access along, and across, the new street. Restoration to a Complete Street would bring this transportation facility into harmony with the community character and natural environment of the Scajaquada Creek Corridor including the Olmsted Park System and historic Forest Lawn Cemetery. As well, restoration would improve the visual and functional connectivity between the various features and resources in the adjacent area for motorists, bicyclists, and pedestrians alike. In addition, replacement as a Complete Street would also serve to significantly enhance community quality of life, aesthetics, social and cultural opportunities and would further serve to attract economic investment to our Region. Delivering a bold and innovative, leading edge-of-the-curve project would serve our region well; helping to finally right the significant negative consequences of urban bypass and admirably proclaiming to the world at large that our citizenry choose to live in a savvy, sustainable and resilient community that</p> <p>Cherishes its heritage as being "America's Best Designed City."</p> <p>As this project continues to progress toward the community vision we ask to be better included in the future design development, especially in regards to water quality and quantity, along with public access to the water. We heard it stated at a recent community meeting that "Riverkeeper was consulted in regards to Scajaquada water quality during the design process" and we would like to ensure that this is a factual collaboration going forward. We look forward to meaningful and significant progress toward community vision implementation. Please feel free to contact me with any comments or concerns regarding the content of this letter. I can be reached directly at 716-852-7483 ext. 21, or email jedlicka@bnriverkeeper.org.</p>
	599 (PART ONE)		7/15/2015	Restore our Community Coalition, Research Associate	Mail	<p>Reasons to Upgrade the Scajaquada Expressway</p> <p>In respect to the purpose of this project, the speed reduction to 30 mph should be thought of as an upgrade for the community, instead of a downgrade for commuters. As we move forward, let's take a look at the benefits that a Scajaquada Parkway can bring to the city of Buffalo.</p> <p>1) Restore the Original Elements of Delaware Park</p> <p>a. Historically, there was a bridle path that extended from Agassiz Circle up to the Elmwood Avenue stone bridge.</p> <p>b. Olmsted Parks Conservancy making progress with various historical elements</p> <p>i. Spire Fountain (originally built in 1895; restored in 2013)</p> <p>ii. Boathouse at Hoyt Lake</p> <p>iii. Reforesting designations</p> <p>iv. Annual cleansing efforts at Scajaquada Creek</p> <p>2) Make Travelling Around Delaware Park Easier for Pedestrians</p> <p>a. Current crosswalk proposal will reunite Meadow Park with Lake Park</p> <p>b. Easier to travel between the History Museum, the Japanese Garden, and the Albright-Knox Art Gallery</p> <p>3) ...and for Motorists!</p> <p>a. Driving around Parkside is needlessly complicated</p> <p>b. Too many detours within short travelling distances</p> <p>i. Getting to Medaille College from Main Street</p> <p>ii. Meadow Road from Agassiz Circle</p> <p>c. Reviving Agassiz Circle would solve logistical issues.</p> <p>i. Will make Parkside intersection much safer!</p> <p>4) Reunite Meadowview Place and Delaware Park Garage with Surroundings</p> <p>a. *An elephant in the room: Small pocket of homes near Medaille are completely separated from the rest of the Parkside neighborhood</p> <p>b. Delaware Park Garage almost completely inaccessible without Scajaquada</p> <p>c. ...and even then, can only be accessed going southbound</p> <p>5) Promote Safety for Parkside Residents</p> <p>a. Spinoff traffic from Scajaquada has caused many annual accidents in and around the Parkside neighborhood.</p>

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	599 (PART TWO)		7/15/2015	Restore our Community Coalition, Research Associate	Mail	<ul style="list-style-type: none"> i. Motorists constantly ignoring the speed limit Residents want to go to the Zoo/Playgrounds/Golf Course without competing with traffic problems. 6) Protect and Promote Historical Legacy of Buffalo's "Central" Park <ul style="list-style-type: none"> a. As the largest in the city, Delaware is not simply a neighborhood park; it is Buffalo's community park! b. Think of Central Park in Manhattan. c. Expressways should never travel through parks. d. There are other east-west routes between Main and Delaware. 7) (Re-)Establish Connections to Other Olmsted Parks <ul style="list-style-type: none"> a. Humboldt Parkway 1. Hamlin Park neighborhood was fractured by the Kensington Expressway, another freeway built against the residents' wishes. <ul style="list-style-type: none"> ii. Reconnect formal green path between Delaware and Martin Luther King Parks iii. Fix parts of city street grid ruined by Kensington <ul style="list-style-type: none"> b. Riverside Park i. Original Scajaquada Parkway extended parallel to the creek up to Grant Street. ii. The parkway was probably the basis for an intended connection to Riverside Park. iii. Aside from the obscured Jesse L-regal Bicycle Path (amid safety issues), there was never an official link between Delaware and Riverside Parks. iv. Proposal from Conservancy's 2008 Master Plan sought to remedy this. v. Would officially unite Riverside with the rest of the Olmsted Parks System. 8) Other Cities Have Successfully Reduced or Eliminated Freeways from Neighborhoods <ul style="list-style-type: none"> a. Embarcadero Parkway in San Francisco, CA i. The Embarcadero Freeway was demolished in 1991, when reconstruction was considered too expensive, following a 1989 earthquake that damaged much of the structure. ii. Parkway designed and built through the 1990s. iii. Today, it is one of San Fran's major transportation corridors (for the city's BART System), which provides immediate access to their commercial harbor. <ul style="list-style-type: none"> b. Tom McCall Park in Portland, OR i. Former expressway separated city from waterfront
	599 (PART THREE)		7/15/2015	Restore our Community Coalition, Research Associate	Mail	<ul style="list-style-type: none"> ii. Removal championed by then-Governor Tom McCall in the 1970s. m. Freeway removed later that decade; land rededicated as a park during the 1980s. iv. Today, Portland is reunited with the Willamette River as one of the city's premier tourist destinations! <ul style="list-style-type: none"> c. Freeway Reduction happening here in New York State! <ul style="list-style-type: none"> i. Inner Loop in Rochester ii. Robert Moses Parkway in Niagara Falls iii. Discussions for I-81 removal in Syracuse 9) Continue Holding City and State Officials Accountable <ul style="list-style-type: none"> a. Systematic disinvestment in the city of Buffalo. i. New York State Department of Transportation particularly has been ignoring residents' requests for improvements for decades! <ul style="list-style-type: none"> ii. Delayed and diluted plans for changing Scajaquada date back to at least a decade. iii. Same obstructionist tactics with Humboldt and Skyway iv. It took for a mother to lose a young child before the bureau did what they had been asked to do. <ul style="list-style-type: none"> v. In one day what was requested for decades. b. City officials failing to take initiatives on demanding change. i. Assemblyman Sean Ryan has become a voice for residents who have been ignored, while left to see years of neglect. <ul style="list-style-type: none"> c. Calling attention to our aging infrastructure. d. Doing what works best for people, rather than automobiles <ul style="list-style-type: none"> 1. Getting commuters to gain a sense of perspective ii. Residents of Amherst, Cheektowaga, or Hamburg would not appreciate a park running through their neighborhoods. iii. City finally has a chance to reshape its own future based upon its unique heritage. <ul style="list-style-type: none"> 10) Give the City Back to the People! <ul style="list-style-type: none"> a. Cars are not the be-all, end-all of urban planning i. Other cities have found success upon realizing this. ii. Buffalo's heritage is not determined by autocratic planning. iii. Upcoming Green Code will reinforce desire for walkable neighborhoods.
	599 (PART FOUR)		7/15/2015	Restore our Community Coalition, Research Associate	Mail	<ul style="list-style-type: none"> b. Redesign dangerous intersections i. Roads out in Cheektowaga, Amherst, and Williamsville (Harlem & Walden; Niagara Falls & Maple; Transit & Wherle) that are almost completely inaccessible to pedestrians; does not belong in the city landscape! <ul style="list-style-type: none"> ii. Restore Agassiz Circle! 111. * Complete Streets Initiative (passed by NYS in 2011) <ul style="list-style-type: none"> c. Freeways have historically separated communities. <ul style="list-style-type: none"> i. Under the misguided pretense of "progress". d. Parkways have historically united communities. i. The founding principle of Frederick Law Olmsted's proposed park system. ii. As people realize the socio-economic liabilities of Robert Moses' legacy, Olmsted's principles are being rediscovered. e. As we return to people-centric planning, Buffalo will prosper from there.
ALL COMMENTS ABOVE WERE INCLUDED IN THE SCOPING REPORT. ALL COMMENTS BELOW WERE ADDED TO THE ABOVE FOR THE EIS						
	600		6/24/2016	Buffalo Niagara River Keepers		Importance of understanding the impact of proposed highway design on Scajaquada Creek. The design should use complete street
	601		on going	Petition on Sean Ryan website		A survey/petition on Sean Ryan website. We haven't received an official copy of it yet

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	602		?	Petition by Parents for a Safer Delaware Park		Not sure of the content of the petition. We have not received any petition?
	603		3/8/2016	Scajaquada Corridor Coalition		Right sizing the corridor. Referencing the options presented at the February Public Info Meeting not meeting the expectation of the community
	604 (PART ONE)		6/13/2016	Scajaquada Corridor Coalition	Mail	<p>The Scajaquada Corridor Coalition (SCC) is writing to you on behalf of over 100 organizations and over three thousand residents who have expressed a desire to right-size state route 198, the Scajaquada Expressway. We want to express our continued gratitude and thanks to you and the New York State Department of Transportation for your commitment to this project. We now request your help to ensure wide community support for this project is attainable.</p> <p>For decades, many of the organizations involved in the SCC have been actively engaged in the advocacy effort calling for a roadway in harmony with the surrounding community character and park system. The community has participated in various transportation planning efforts stretching over the past 15 years. The Environmental Impact Study process managed by Region 5 NYSDOT which began 8 years ago, has been rack with inconsistent and ineffective public engagement and has led to the community feeling like they are not being heard - or even worse ignored - by the regional NYSDOT and their consultants.</p> <p>This continued disregard for community input is persistently a challenge with the project creating a level of mistrust evident in the May 2016 NYSDOT Scoping Document and public meeting held on May 19. This corrupted process continues to feel disingenuous and the community's level of continued frustration is palpable.</p> <p>Website, is not consistent \-With the purpose, objectives and needs that 1Ne believe to be most important. The Scajaquada is a vital environmental corridor along the Scajaquada Creek flowing into the Niagara River and</p> <p>Great Lakes. It is a cultural corridor running through Frederick Law Olmsted's historic Delaware Park graced with our world-class cultural institutions including the Albright Knox Art Gallery, Buffalo History Museum, the Richardson Olmsted Complex, the Buffalo Zoo and the Darwin Martin House. It is a vibrant educational corridor servicing Buffalo State College, Canisius College, and Medaille College. It is a neighborhood corridor built up by many of our strongest residential communities including Hamlin Park, Parkside, the Pan-American Association, the Grant Amherst business district and the Elmwood Village Association. The Scajaquada Corridor, as a whole, has the opportunity to connect and build on the dynamic possibilities of all these tremendous assets by being a keystone of an urban revitalization process, which goes beyond a roadway re- design. Being a "critical transportation link between H90 and NYS Route 33" for automobiles while necessary is not our community's priority and should not take precedence.</p>
	604 (PART TWO)		6/13/2016	Scajaquada Corridor Coalition	Mail	<p>The health, safety, environmental quality and economic vitality of the City of Buffalo is paramount and based upon the designs presented in May to the public, the two continue to be in direct conflict.</p> <p>This conflict calls into question the public process. The process to date has been corrupted; designed to achieve a pre-determined outcome. This is clear when reviewing the scoping document where, from 'a sample of 7 letters written to NYSDOT, 6 appear to have been omitted from the document. In one case where a letter sent had 135 signatures from neighbors, it was simply attributed to a single "community member". The-Scajaquada Corridor Coalition (SCC) in collaboration with the Parkside Community Association (PCA), Parents for a Safer Delaware Park and Assembly Member Sean Ryan have also seen a tremendous response from the community with well over 3,000 people in support of our position. None of these appear to be included in the scoping document, only the handful of people who signed a petition in support of keeping an expressway in place.</p> <p>While many stakeholder meetings have been held, they have lacked any real process for engagement. We have been consistently asked what we would like but then presented with proposals demonstrating a complete disregard for what we previously shared. Some groups have been isolated to specific meetings and their positions have then been misrepresented to other groups. With no agenda for these meetings and nobody at NYSDOT providing a set of meeting minutes, what we achieve is a continued debate on why what we have asked to give input on cannot be accomplished.</p> <p>This poor process has led to a poor design lacking support. The alternatives detailed at the public meeting on May 19 left much to be desired. The corridor still has the look and feel of a limited access highway. Intersections favor vehicle- turning movements over pedestrian safety. A protected bicycle lane is provided along the ring road, while it was desired to be along the corridor. No access is provided to the south side of the Scajaquada creek. There has been a consistent desire to maintain as much park land as possible to be used by people, not a tree= lined median that we have learned through experience, will never have the tree canopy displayed in the visuals due to roadway maintenance.</p> <p>A true public engagement process for the corridor that is set up to be transparent while demonstrating the impact on multiple community values - not just providing a link to the 190 and 33, is essential.</p>
	604 (PART THREE)		6/13/2016	Scajaquada Corridor Coalition	Mail	<p>The SCC and the numerous businesses, organizations, institutions and community members it represents would like to work collaboratively with you to move this project forward. We currently lack the trust in the current project managers to deliver a meaningful project. Our recommendation is to engage the public in a design process based on a re-ordered set of priorities that allows for meaningful input and offers a solution to move this forward in a timely manner.</p> <p>We will be happy to work with you to make this happen and look forward to hearing back on a process to proceed. Please contact Justin Booth at (716) 218- 7164 or Justin@GObikeBuffalo.org.</p> <p>Thank you for your consideration.</p>
	605		7/31/2016	Partnership for a public good		Press release announcing the Policy brief on February 09, 2016
	606		7/31/2016	Partnership for a public good		Policy brief on redesigning the Scajaquada Expressway by Daniel Cadzow and Justin Booth dated February 08, 2016

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	607 (PART ONE)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>On behalf of the Scajaquada Corridor Coalition (SCC), I want to thank you for your recent visit and letter confirming your commitment to improving the Scajaquada Corridor. This commitment is best demonstrated by the additional short-term traffic calming measures that have been implemented along the corridor—particularly in the transition zones. Additionally, Assistant Commissioner Patrick Meredith and Heather Sporn have been very open and engaging with the members of the SCC, which has been a welcome improvement to the process.</p> <p>In order to reach a balanced, preferred design alternative that not only meets the community's vision for the Scajaquada Corridor but also serves to build a clear and consistent process for other expressway retrofit projects around the state, the SCC strongly recommends the following: (1) development and implementation of a transparent public outreach process; and (2) revisions and/or additions to project performance metrics to include the multiple benefits and impacts of a project beyond transportation.</p> <p>Transparent Public Outreach Process</p> <p>As detailed in previous letters, since the New York State Department of Transportation (NYSDOT) began the draft Environmental Impact Statement (EIS) in 2005, part of the challenge in developing community consensus for the Scajaquada Corridor has been the lack of a meaningful process that addresses citizen concerns and engages them in the design. In order to build community consensus, a transparent process needs to be implemented. This includes providing sufficient lead-time for meetings and informing attendees of the meeting's structure and how they will be able to participate ahead of time. It also includes developing and implementing a regular meeting schedule, establishing an agenda with clear objectives and distributing meeting minutes to attendees.</p> <p>An exemplary example of a community engagement process has been the City of Buffalo's Niagara Street project (niagarastreetnow.org). With the goal of developing a community vision for the corridor grounded in neighborhood values and ideas, the City of Buffalo's Department of Public Works and Buffalo Sewer Authority retained a team of engineers, landscape architects, planners, and researchers to guide a process that bridges meaningful community input to a design that will help Niagara Street realize the vision set forth by passionate citizens and neighborhood groups. Over a four-month period, more than 600 residents, business owners, and stakeholders shaped a set of priorities for the future of Niagara Street.</p>
	607 (PART TWO)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>Summarized in a community vision document, these priorities guided the streetscape re-design and, when presented to the public, the design elements were related back to the community vision. This project has received overwhelming public support and is in stark contrast to how the Scajaquada Corridor has been handled.</p> <p>Measuring Impacts</p> <p>The final 2005 Expanded Project Proposal (EPP) for the Scajaquada Corridor was widely supported when presented to the public. With significant public input, the EPP established a preferred design alternative that reduced the vehicular speed to 30 MPH, improved the aesthetic of the roadway and incorporated multi-modal facilities into its design such as safe pedestrian crossings and bicycle lanes. Based on the EPP, NYSDOT began the EIS for this project, adding the goal to maintain the corridor as a "feasible and prudent principle urban arterial" with no net loss of "the existing vehicular level of service" which eroded the project to the point where it no longer matched the community's vision.</p> <p>To transform this corridor into one that restores community character, builds economic vibrancy, promotes walkability and bikeability, enhances safety, ensures ecological enhancement, improves health and provides renewed access to our most significant park resources—a different approach to measuring the potential impacts of a project is needed. Cities across New York State are examining the negative impacts resulting from their expressways and looking at a future without them. This is a tremendous opportunity to set a precedent in Buffalo with the Scajaquada through the deployment of an impact analysis that is not singularly focused upon reducing vehicle congestion but rather meeting the community's vision.</p> <p>Please refer to the attached summary report which provides additional information on how to achieve a more comprehensive set of project performance metrics and how they could apply to the Scajaquada Corridor. The summary includes evidence-based research as well as real world examples of how these pro-active approaches have been successfully employed in other corridors around the country.</p> <p>The SCC would like to work collaboratively with NYSDOT to reach a preferred design alternative. While it is too late for the family of the young child that was killed, based upon the data and research provided, the community's vision can be implemented in a way that will achieve many positive outcomes while eliminating any future fatalities.</p>

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	607 (PART THREE)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>In an effort to keep the project on task with the announced timeline, we can be a conduit for building community trust and project support. To accomplish this, we request that any future design alternatives presented are measured based upon the impacts identified herein. We strongly believe that if what is measured is simply driver delay the design will never be supported by the community. By changing the lens in which we view this project and future ones, we can provide significant benefits to Buffalo and communities across New York State.</p> <p>PERFORMANCE METRICS, DESIGN GUIDANCE AND THEIR APPLICATION FOR THE SCAJAQUADA CORRIDOR</p> <p>Vehicle Miles Traveled</p> <p>Highways were historically sought as a solution to congestion. However, decades of evidence have shown that highways in fact do not alleviate congestion. While expanding road capacity might provide relief for the first few years, it is likely to eventually have the opposite effect, even within the first five years of operation (Duranton and Turner, 2011). The over emphasis on vehicular level of service can induce Vehicle Miles Traveled (VMT) thereby reducing or eliminating any congestion relief benefits.</p> <p>Our State Environmental Quality Review (SEQR) in New York currently focuses on a project's effect on automobile delay (Vehicle Level of Service [LOS]). The State of California, however, has determined LOS does not constitute a significant environmental impact. They are instead now using criteria for determining the significance of transportation impacts to promote: (1) a reduction in greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses.</p> <p>Here in New York, Governor Andrew Cuomo passed Executive Order No. 24 establishing a goal to reduce greenhouse gas (GHG) emissions in New York State by 80 percent below the levels emitted in 1990 by the year 2050. To accomplish this, continued growth depends on increased efficiency and conservation in land use and transportation. To meet this, New York State must also focus on reducing overall VMT as opposed to automobile delay.</p> <p>Economic Development</p> <p>Measuring the economic impact of a highway's removal on surrounding land uses is also an important measure to consider. While the context of each city that has removed a highway is different, each has seen significant improvements in key economic measures of the area after the highway was removed.</p>
	607 (PART FOUR)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p><input type="checkbox"/> Removal of Harbor Drive in Portland, Oregon, resulted in the Tom McCall Waterfront Park, which has helped property values in the downtown rise an average 10.4 percent per year and led to a sharp reduction in crime in the area;</p> <p><input type="checkbox"/> Removal of the Embarcadero Freeway in San Francisco, California, has resulted in a world-famous boulevard surrounded by a 25-foot-wide promenade, leading to a 300 percent increase in adjacent property values; and</p> <p><input type="checkbox"/> Halting construction of the Park East Freeway in Milwaukee, Wisconsin, allowed Juneau Park to be preserved; opened 26 acres of land to be redeveloped and added back into the tax coffers; land values have risen faster there than the rest of the city; and the area is now reconnected with Milwaukee.</p> <p>There is currently no consideration of a corridors impact on the economic vitality on surrounding neighborhoods and business districts in New York State.</p> <p>Safety Analysis</p> <p>Transportation by its nature involves some degree of collision risk. Every project will affect transportation patterns and as a result may involve some redistribution of that risk. In the past, transportation safety has focused on streamlining automobile flow and accommodating driver error, sometimes confounding motor vehicle mobility and speed with transportation system safety. An updated and more holistic approach has developed over the past decade focusing on three overlapping strategies:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reduced speed and increased driver attention <input type="checkbox"/> Protect vulnerable road users (e.g., pedestrians and bicyclists) <input type="checkbox"/> Reduce overall VMT and sprawl <p>Newer design guidance builds on more recent research on transportation safety and articulates this updated approach. For example, the National Association of City Traffic Officials (NACTO) guidelines (which have been endorsed by Caltrans) state: "Conventional street design is founded in highway design principles that favor wide, straight, flat and open roads with clear zones that forgive and account for inevitable driver error. This is defined as "passive" design. In recent years a new paradigm has emerged for urban streets called proactive design. A proactive approach uses design elements to affect behavior and to lower speeds. Embracing proactive design may be the single most consequential intervention in reducing pedestrian injury and fatality.</p>

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	607 (PART FIVE)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>Since human error is inevitable, reducing the consequences of any given error or lapse of attention is critical. Cities around the country that have implemented measures to reduce and stabilize speed have shown a reduction in serious injuries and deaths for everyone on the road, from drivers to passengers to pedestrians."</p> <p>Reducing Speed and Increasing Driver Attention</p> <p>The NACTO Urban Street Design Guide, reports: "Vehicle speed plays a critical role in the cause and severity of crashes." According to Elvik (2005), "speed has a major impact on the number of accidents and the severity of injuries and that the relationship between speed and road safety is causal, not just statistical." Regardless of posted speed limits, designing roads to accommodate higher speeds safely actually leads to higher speeds. "Wider and straighter roadways lead motorists to travel at higher speeds, thus offsetting any safety benefits associated with increased sight distances." (Dumbaugh et al. 2009). Dumbaugh et al. also points out that speed reduction requires design features and/or commercial vibrancy and activity that provide cues to motorists to slow their vehicle's speed rather than simply post a slower speed limit.</p> <p>Protect Vulnerable Road Users</p> <p>Greater accommodation of driver error especially increases risk to vulnerable road users such as pedestrians and cyclists. Lane width has a particularly discernable impact on safety. The traditional approach of sizing lanes opts for wider lanes to accommodate driver error and to attempt to increase throughput. However, research reveals that wider lanes hinder both of these objectives. Karim (2015) examined the relationship between lane width and crash rates.</p> <ul style="list-style-type: none"> □ Wider lanes (over 10.8 to 11.2 feet) are associated with 33% higher impact speeds and higher crash rates. □ Both narrow (less than 9.2 feet) and wide (over 10.2 to 10.5 feet) lanes have proven to increase crash risks, with equal magnitude. Wider lanes (wider than 10.8 feet) adversely affect overall side-impact collisions. □ The overall capacity of narrower lanes is higher. □ For large vehicles, no difference on safety and carrying capacity is observed between narrower and wider lanes. □ Pedestrian volumes decline as lanes widen. □ Intersections with narrower lanes provide the highest capacity for bicycles.
	607 (PART SIX)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>The study finds that the street environment impacts driver behavior and narrower lanes in urban areas result in less aggressive driving and more ability to slow or stop a vehicle over a short distance to avoid collision.</p> <p>Due to their vastly increased risk of serious injury and fatality, the safety of vulnerable road users should be given relatively more attention. Also, improving safety is key to complying with policy and planning priorities that encourage multimodal and low-carbon travel. When there are safety tradeoffs, therefore, it is important to prioritize protection of vulnerable road users.</p> <p>Reducing Overall VMT and Sprawl</p> <p>Reducing VMT reduces collision exposure and improves safety (Dumbaugh and Rae, 2009). As a result, infill development, which exhibits low VMT, provides safety benefits by reducing motor vehicle collision exposure, lowering speeds, and increasing pedestrian and cyclist volumes leading to "safety in numbers" (in addition to improving overall health broadly and substantially).</p> <p>The fundamental relationship between VMT and safety is summarized by Yeo et al. (2014): "Multiple traffic safety studies showed that higher VMT was positively associated with the occurrence of traffic crashes or fatalities. The causal relationship between the mileage of total vehicle trips and crash occurrences can be explained by probability. With higher VMT, it is more likely that more crashes will occur."</p> <p>Sprawl-style development has also been shown to lead to elevated crash risk. The cause lies both in higher VMT levels and in design variables which influence speed and driver behavior (Yeo 2014). Ewing et al. (2003) points out that "suburban and outlying intersections have been significantly overrepresented in pedestrian crashes compared with more urban areas, after control for exposure and other location factors."</p> <p>Health Impact Assessment (HIA)</p> <p>When health is considered among the goals of transportation policy and land use planning, the resulting policy can help reduce air pollution; prevent traffic injuries and deaths; and lower obesity, diabetes, cardiovascular disease, and cancer rates. Such outcomes can happen when roads are designed to be pedestrian, cyclist and public transit-friendly. Roads that are designed for people as well as for cars and trucks can increase physical activity, enhance community quality of life, and increase access to community services.</p>

NYS Route 198 (Scajaquada Expressway Corridor) Project

PIN 5470.22

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	607 (PART SEVEN)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>Not considering these factors in a project's scope also has a negative impact on the state's economy. In 2011, the New York State Comptroller identified that overweight and obesity costs our state \$327 million annually for children and \$11.8 billion for adults in direct and indirect medical costs. Transportation HIAs help policymakers see and address the potential health effects of a proposed transportation project, plan, or policy before it is built or implemented. A transportation HIA can ensure that all people, regardless of age, income, or ability, are able to move about their community easily and safely. This can help guide decisions that support improved health outcomes in addition to having a positive impact on the state's economy.</p> <p>Historic Landscape Character</p> <p>The existing SEQR and Section 106 of the National Historic Preservation Act review process ensure adverse impacts to the historic landscape setting of the Olmsted-designed Park and Parkway System, and the Scajaquada Creek corridor are avoided and that there is consistency with the Secretary of Interior Standards for the treatment of Historic Properties and Guidelines for the treatment of Cultural Landscapes.</p> <p>However, beyond ensuring no adverse impacts of this project, undoing the damage created by this expressway in the 1950s and 1960s is a critical component of the community's vision for transforming the Scajaquada corridor. Enhancing the park user experience through the thoughtful integration of this roadway into the historic landscape and rehabilitation of the center of Delaware Park and Scajaquada Creek corridor, the community's vision for increased mobility, health and wellness through access to recreation resources, ecological regeneration and economic vibrancy are also greatly enhanced. Further effort needs to be made to integrate this roadway in a way appropriate to Delaware Park minimizing the impact and enhancing the park user experience.</p> <p>Developing a Community Supported Preferred Alternative for the Scajaquada Corridor</p> <p>Recognizing that any preferred design alternative for the Scajaquada Corridor will need to provide balance in meeting the community's vision, we would like NYSDOT to consider improving the public engagement process and better measure the project's multiple impacts so we can work collaboratively to achieve public support. Based upon the research provided, we would like to see all alternatives for the Scajaquada measured through a lens that discusses how it will reduce vehicle speed and increase driver attention, protect vulnerable road users (e.g., pedestrian and bicyclists), reduce overall VMT and sprawl, improve health,</p>
	607 (PART EIGHT)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>enhance economic vitality and restore an historic landscape.</p> <p>When reviewing design plans for the Scajaquada corridor, the SCC is looking at the following elements that are considered Detriments to Overall Safety:</p> <ul style="list-style-type: none"> <input type="checkbox"/> An increase in VMT. More vehicle travel exposes motorists and other road users to more crash risk; <input type="checkbox"/> An increase in pedestrian wait times. Many studies have found that pedestrian wait times play a role in crashes. Long wait times increase the risk some pedestrians will cross against a signal, creating a vulnerable road user collision risk (FHWA-RD-03-042, 2004) ; <input type="checkbox"/> Site design elements that would create hazardous conditions for vulnerable road users. <input type="checkbox"/> Substantially increasing motor vehicle speeds or increasing them to greater than 25 miles per hour where vulnerable road users are present without providing proper infrastructure for vulnerable road users (e.g., protected bicycle lanes for cyclists); <input type="checkbox"/> Substantially increasing intersection pedestrian crossing distances (e.g., for addition of a through or turn lane); <input type="checkbox"/> Signal lengths of greater than 90 seconds, which may lead to people crossing on a red signal with a gap in the vehicle platoons; <ul style="list-style-type: none"> <input type="checkbox"/> Increase in curb radius; <input type="checkbox"/> Installation of large curb radii, promoting higher speed motor vehicle turning movements, particularly endangering pedestrians and cyclists; <input type="checkbox"/> Addition or widening of on- and off-ramps where they meet surface roadways that increases pedestrian crossing distances or times, increase pedestrian wait times, or lead to a prohibition of pedestrian crossing; <input type="checkbox"/> Addition or widening of off-ramps in a manner that leads to higher speeds on surface streets; <ul style="list-style-type: none"> <input type="checkbox"/> Excessively large clearance zones along shoulders; <input type="checkbox"/> Wider than needed travel lanes (e.g., wider than 10.8 feet on surface streets); <input type="checkbox"/> Multiple turn lanes at an intersection (e.g., a double left or double right turn lane); <input type="checkbox"/> Placement of driveways in locations which will lead to highly elevated collision risk <ul style="list-style-type: none"> <input type="checkbox"/> Excessively large driveways across sidewalks; <input type="checkbox"/> Substantially increased distances between pedestrian and bicycle crossings; and <input type="checkbox"/> Roadway design speed (regardless of posted speed limit) that leads to actual speeds that are unsafe for cyclists and pedestrians.

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	607 (PART NINE)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>Safety issues can be mischaracterized with an overly narrow perspective or traditional design guidance that has not been updated to reflect research. The following are examples of mischaracterizations of safety issues.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Avoidance of installation of corner or mid-block crossings to avoid additional pedestrian traffic and conflict with vehicles (reduces pedestrian mode share, undoing safety in numbers); <input type="checkbox"/> Avoidance of narrow (e.g., 10 foot) travel lanes on surface roadways (see discussion above); <input type="checkbox"/> Avoidance of implementing sidewalk bulbs, widened sidewalks, or other curb extensions for fear of exposing vulnerable users to vehicular traffic (these features slow traffic and improve walkability); and <input type="checkbox"/> Addressing off-ramp queuing by limiting stop control on an exit ramp (this can lead to vehicles flowing unimpeded and at high speeds onto a local street, increasing risk for all road users). <p>While the latest design options presented in May 2016 to the public have moved closer into alignment with the community's vision, the Scajaquada Expressway is still designed as a limited access highway. When a lead agency identifies a significant impact, it must consider mitigation measures that would reduce that impact. The selection of particular mitigation measures, however, is always left to the discretion of the lead agency. We recommend that NYSDOT update its design guidelines through the adoption of NACTO's Urban Street Design Guide. Examples of Potential Transportation Safety Mitigation Measures for the Scajaquada Corridor in alignment with the community's vision that can be achieved through these guidelines include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Intersection improvements <ul style="list-style-type: none"> o Visibility improvement o Shortening corner radii o Pedestrian safety islands o Accounting for pedestrian desire lines <input type="checkbox"/> Signal changes o Reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal <ul style="list-style-type: none"> o Providing a leading pedestrian interval o Provide a "scramble" signal phase where appropriate <ul style="list-style-type: none"> <input type="checkbox"/> Roadway improvements
	607 (PART TEN)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<ul style="list-style-type: none"> o Add curb extensions or bulb-outs o Add protected bicycle lanes o Reduce travel lane width below 10.8 feet (but not below 9.2 feet) o Add traffic calming measures o Add landscaping features <input type="checkbox"/> Network improvements o Provide shorter blocks o Provide mid-block crossings <ul style="list-style-type: none"> <input type="checkbox"/> Reduce VMT o Increase density and/or diversity of land uses <ul style="list-style-type: none"> o Provide transit o Provide pedestrian facilities o Provide bicycle facilities o Support travel demand management measures <p>Several key design features for the Scajaquada corridor that should be addressed include intersections, multi-modal access, public transit capacities, and crossings. Currently, the wide multi-lane intersections do not support the safe pedestrian and bicycle movements desired. Reducing lane widths to 10 feet, eliminating multiple turning lanes and adding pedestrian refuge islands are all essential components to achieving safe intersections. Grade separated interchanges also limit the Niagara Frontier Transportation Authority's (NFTA's) ability to incorporate much needed public transportation routes to the Scajaquada Corridor.</p> <p>While the project does a lot to provide an interconnected network of recreational trails, it is important to also support safe access for bicycle commuters through and crossing the corridor. Reducing lane widths, adding a buffer from vehicle traffic and designing safe intersections are all proven methods for increasing bicycle usage and curbing VMT. Working with the NFTA to discuss the potential for public transportation through the corridor that connects the highly used Niagara Street bus service and Main Street's metro rail would also have many positive impacts for the corridor.</p> <p>Providing additional crossings is a critical component towards embracing a proactive design that facilitates reducing vehicle speeds while supporting bicycle and pedestrian travel.</p>
	607 (PART ELEVEN)		8/17/2016	The Scajaquada Corridor Coalition	Mail	<p>Additional at-grade crossings that connect the cultural, natural, educational, neighborhood and businesses throughout the corridor establishes a pedestrian- scaled environment. This environment communicates to motorists that greater caution is warranted, leading to increased driver vigilance, lower operating speeds and better preparedness to respond to potential crash hazards that may emerge.</p> <p>Reducing the footprint of intersections, providing protected bicycle lanes and transit access, and adding more crossings through the Scajaquada corridor are consistent design features that, when combined, provide cues to motorists to slow their vehicle's speed and to drive safely. It also reduces VMT, builds economic vibrancy, and supports livability. When compared to conventional arterial treatments, these types of "complete streets" report roughly 35-40% fewer crashes per mile traveled and completely eliminate traffic related fatalities (Dumbaugh, 2005; Naderi, 2003).</p>
	608		8/22/2016	None (Member of the Community)	E-mail	<p>NYSDOT COMMENT - Empire Corridor Project Question or Comment - There are several projects which are ill conceived or not appropriate:</p> <p>The Sheridan Dr signalization for users of the bike path. The idea that some walker or biker can shut down 6 or 8 lanes of traffic for a pedestrian is ludicrous. And to have a signalized gate is the ultimate in indiscretion. Someone is going to get killed by this project.</p> <p>The 30'MPH speedlimit on the highway next to the golf course in Delaware Park is inappropriate.</p>

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	609		8/26/2016	None (Member of the Community)	E-mail	<p>To whom it may concern,</p> <p>Please include this comment on the draft and final EIS's for the Scajaquada Corridor redesign project, PIN-547022.</p> <p>Right now, despite the permanent reduction of the speed limit to 30 MPH, there are no plans for any forms of mass transit along the corridor. According to a contact in the GBNRTC, there are no plans because NYS DOT's current redesign is not complimentary to transit. This is not in keeping with the Complete Streets legislation. It is also a big planning mistake for the following reasons reasons:</p> <ol style="list-style-type: none"> 1) There are few decent east-west routes in Buffalo, and we need transit on all of them. When working as a First Call Ambulette driver in College, many of my coworkers lived on the East Side. These professional drivers reported it frequently took an hour and a half to get to HQ off of Hertle near Niagara Street. A recent guest at my Parkside neighborhood Airbnb also complained about the lack of transit between our neighborhood and the conference she was attending at Buffalo State -I had to lend her my bike to help her escape the heat. 2) The Scajaquada Corridor connects many important social, cultural, and natural features and these should be made accessible to more citizens as well as tourists. These include Delaware Park, three colleges, two museums, the Zoo, Sister's Hospital, St Mary's School for the Def, two large grocery stores, numerous and diverse neighborhoods, the Amherst, Grant, and Elmwood business districts, the Scajaquada Pathway, and the Niagara Greenway. 3) Food Deserts: It is well known that there is a lack of fresh produce and healthy food in much of Buffalo's east side. There are two large grocery stores in the Scajaquada Corridor. Transit along the Scajaquada Corridor would do much to alleviate the currently underserved. 4) Transit along the Scajaquada Corridor would add an important link between the subway line, at the Humboldt/Hospital Station, and the bus routes that serve Delaware Ave, Colvin Ave, Elmwood Ave, Grant/Military, and Niagara Street. 5) More transit will help us all to drive less. That means less collisions, less illness inducing traffic pollution, and less carbon contributing to climate change. <p>As you know, the current timeline for the redevelopment of the Scajaquada Corridor means the time for action is now. The final EIS is scheduled for completion December of this year, 2016. The project will be placed for bidding in 2017 and designs finalized with the awardee. And construction is scheduled to begin in 2018.</p> <p>We have a great resource, however, to help us forestall this planning mistake:</p>

DRAFT DESIGN REPORT / DRAFT ENVIRONMENTAL IMPACT STATEMENT / DRAFT 4(f) EVALUATION

November 2016

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Grant Street Interchange to Parkside Avenue Intersection
City of Buffalo
Erie County

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Access	Ramps	Add additional ramps to better move traffic along the corridor.	A1	The addition of new ramps would not be consistent with changing NYS Route 198 from an urban expressway to an urban boulevard. New ramps would likely increase speeds and fail to satisfy the project objective of addressing identified geometric and operational deficiencies in a manner that promotes traffic calming and enhances safety for users. Connectivity between the local street system and NYS Route 198 would be provided using connector roadways and signalized intersections.	3	91 164 438
Access	Local Businesses	Local businesses need NYS Route 198 to make and receive deliveries and to provide accessibility for their customers.	A2	The Build Alternative would maintain accessibility and access for local businesses using connector roadways and signalized intersections.	3	165 436 571
Access	Connectivity	Clarify whether NYS Route 198 and Iroquois Drive can be combined adjacent to Buffalo State.	A3	Conceptual plans were developed that would have combined NYS Route 198 with Iroquois Drive along the frontage of Buffalo State. The plans were reviewed by Buffalo State and found to be in conflict with both campus operations and the campus master plan. Service vehicle and internal pedestrian circulation would have been adversely affected. This concept was dismissed from further consideration.	2	168 591
Access	Scajaquada Creek	It is important to understand the impact of the proposed project on Scajaquada Creek. Clean up the creek so it can be usable and perhaps try to bring it back to its historic layout.	A4	The Build Alternative would install stormwater treatment facilities to treat roadway runoff before it is discharged into Scajaquada Creek. This would result in lower pollutant loadings and an improvement in surface water quality. Rehabilitating or relocating Scajaquada Creek is not the purpose or an objective of this project. The Build Alternative would result in some additional separation between the roadway and Scajaquada Creek and include a new shared use path along its southern bank for access to Scajaquada Creek. The project would not preclude future, separate actions to improve the creek by others. Refer to Section 4.4.8 in the DDR/DEIS for additional information.	23	5 23 29 40 60 99 125 129 130 207 216 218 219 452 455 459 472 477 488 515 580 598 600
Access	Emergency	With only one lane in each direction or with a big median, describe how emergency vehicles would be able to respond in an emergency.	A5	The Build Alternative would result in two (2) travel lanes in each direction. Median breaks, which do not exist today, would be available for emergency vehicles at the proposed roundabout at Grant Street, Elmwood Avenue Connector, bridge over Delaware Avenue, Delaware Avenue Connector, and Buffalo Parks Maintenance Facility. The existing median break at Parkside Avenue would remain. The addition of these breaks would provide access for emergency response.	9	61 63 122 129 192 197 460 553 555
Access	Guiderail	Guiderail or barrier should be constructed along the entire length of NYS Route 198 within Delaware Park and near Parkside Avenue.	A6	The need for guiderail or barrier would be determined during the final design phase of this project. Refer to Section 3.3.3.8 in the DDR/DEIS for additional information on guide railing, median barriers, and impact attenuators.	19	62 141 146 151 234 235 250 257 258 265 268 290 293 294 315 414 434 441 561
Access	Lincoln Parkway	Reconnect Lincoln Parkway so the Museum District and residential neighborhoods are linked like they used to be. Consider a signal at this location.	A7	The existing pedestrian overpass near Lincoln Parkway would remain under the Build Alternative. An at grade pedestrian and bicyclist crossing of NYS Route 198 and a bridge over Scajaquada Creek would also be constructed just west of Mirror Lake as part of the Build Alternative. These facilities would reconnect pedestrians and bicyclists. The NYSDOT did consider reestablishing vehicular connectivity but the anticipated operational effects would not meet the Project's Purpose and Need.	13	8 40 64 110 140 486 502 508 522 523 543 544 595
Access	Lincoln Parkway	Clarify why there has to be an entrance to NYS Route 198 from Lincoln Parkway and Nottingham when there are 3 other entrances within a mile. They should be removed.	A8	The Build Alternative would retain these connections in keeping with the project purpose. Removal of these ramps, and diversion of additional traffic to Elmwood Avenue at Nottingham Terrace, would have a detrimental effect on the operation of that signalized intersection and would require additional right-of-way takings of parkland at that location.	3	32 485 528
Access	Maintenance Building	There should be improved access between the maintenance building and South Meadow Drive given their close (currently divided) proximity to each other.	A9	The Build Alternative would create a signalized intersection at this location, allowing access both to and from the Buffalo Parks Maintenance Facility from both directions of NYS Route 198. A new signalized pedestrian and bicyclist crossing would also be added at this location that could be utilized by park maintenance personnel on foot or small motorized vehicles (e.g. lawn tractors). Refer to the plans contained in Appendix A of the DDR/DEIS.	1	54
Access	Trucks	Large commercial vehicles and wide load trailers towing large equipment should be prohibited from using NYS Route 198 to make it less expressway-like.	A10	NYS Route 198 is a Qualifying Highway on the National Network which is legislated by federal law to allow commercial truck access. It currently provides vital trucking access for adjacent businesses and institutions along the corridor (e.g. the Buffalo Zoo and the Albright Knox Art Gallery) and would continue to do so under the Build Alternative.	12	20 50 61 95 102 126 127 133 451 461 542 546
Access	Ramps	Remove some of the current expressway ramps to improve safety.	A11	Existing ramps would be removed under the Build Alternative and replaced with connector roadways, signalized intersections on NYS Route 198, and one roundabout on NYS Route 198.	14	10 25 28 93 105 187 193 417 485 486 498 541 543 581

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Access	U-Turns	Clarify if there will be any locations where a U-Turn can be made.	A12	Today there are no locations where non-emergency vehicles can make a U-Turn. Under the Build Alternative, all vehicles would be able to make a U-Turn at the proposed roundabout. Other median breaks, for example those at signalized intersections, would accommodate U-Turns by emergency vehicles.	1	56
Accidents	Causes	Clarify what month(s) correlate to the accident rate between 2005-2007. Clarify whether these accidents were due to snow and ice or speed and inattention.	A13	The accident study referred to in the comment covered a period from January 1, 2005 to December 31, 2007. There was a wide range of causes for the accidents experienced along NYS Route 198 at that time. Accidents in snowy and icy conditions accounted for 15% of the total. Speed and inattention were among the causative factors but their exact percentage was not tabulated. Refer to Section 2.3.1.8 of the DDR/DEIS for a summary of more current accident studies.	3	220 222 239
Accidents	Guiderail	Clarify whether the installation of guiderails or other barriers along NYS Route 198, where they were recently added, was considered prior to the May 2015 accident.	A14	The NYSDOT had discussions with stakeholders in 2014 about installing guiderail on the Scajaquada Expressway; however, there had not been an observed accident pattern that specifically warranted the installation of long runs of guiderail along NYS Route 198 in Delaware Park.	1	184
Adjacent Streets	Potential Impacts	Clarify if there will be plans to improve adjacent streets since they will be experiencing higher traffic volumes if the number of lanes are reduced on NYS Route 198.	A15	The Build Alternative would not reduce the number of through travel lanes, it would provide two (2) travel lanes in each direction on NYS Route 198. Potential effects on the surrounding local street network were studied as part of the project development process. Refer to Sections 3.3.1.3 and 3.3.1.7 in the DDR/DEIS for additional information.	10	24 115 125 150 188 212 236 455 472 491
Adjacent Streets	Potential Impacts	Improve the synchronization of traffic signals on the surrounding local streets to offset the effect of additional vehicles that will be diverted by the project.	A16	Potential effects on the surrounding local street network were studied as part of the project development process. The NYSDOT would coordinate mitigation plans with the City of Buffalo, including the synchronization of traffic signals. Refer to Sections 3.3.1.3 and 3.3.1.7 in the DDR/DEIS for additional information.	7	36 73 188 189 215 236 491
Aesthetics	Landscaping	Additional landscaping should be considered because it would help blend the roadway into the park.	A17	The Build Alternative would provide additional plantings compatible with the corridor's surroundings. Refer to Section 3.3.4.1 in the DDR/DEIS for additional information	22	17 21 39 58 83 103 138 270 288 295 317 443 480 500 505 518 520 530 532 534 554 595
Aesthetics	Gateways	Gateways should be established to honor the history of the area and signify the importance of it all users.	A18	The incorporation of gateway features would be considered during the final design phase.	10	21 49 52 125 270 432 461 479 543 595
Aesthetics	Low Profile Barrier	The design of the low profile barrier looks odd and would be better off just being plain.	A19	Consideration to specific aesthetic barrier treatments would be given during the final design phase of the Project.	1	560
Aesthetics	Monument Visibility	Large road signs currently block the view of the Statue of David. Be sure that the new layout provides a clear view to it.	A20	Large, expressway style roadside and overhead guide signs would be removed under the Build Alternative. They would be replaced by signs appropriately scaled for an urban boulevard. Refer to Section 3.3.1.3. (2) of the DDR/DEIS for additional information on proposed signing under the Build Alternative.	1	14
Bicycle and Pedestrian Facilities	Crossings	At-grade pedestrian crossings will be too dangerous.	B1	Under the Build Alternative, at-grade pedestrian and bicyclist crosswalks would be designed with features to enhance safety including high visibility pavement markings, pedestrian refuge islands, pedestrian signals with countdown timers to enhance safety. Refer to Section 3.3.2.1 of the DDR/DEIS for additional information.	4	229 244 291 481
Bicycle and Pedestrian Facilities	Bicycle Lanes	Please add bicycle lanes along NYS Route 198.	B2	Enhanced bicycle facilities would be provided along the entire length of the project corridor. Bicycle and pedestrian connectivity would be enhanced both along and across the corridor. These changes would result in a continuous accommodation for bicyclists and pedestrians separate from vehicles on NYS Route 198, throughout the project limits. Bicycles are currently prohibited from using NYS Route 198 by state statute. On-street bicycle lanes would not be constructed on NYS Route 198 under the Build Alternative. The additional width required for this type of transportation facility would have an adverse impact on adjacent parkland. Refer to Sections 3.3.2.1 and 3.3.2.2 in the	44	21 43 47 55 82 88 104 107 109 110 113 115 127 143 145 173 180 246 247 270 295 317 322 323 328 410 415 423 424 425 426 427 428 429 430 432 464 513 518 520 536 572 581 582
Bicycle and Pedestrian Facilities	Frequency of Use	Provide information on the existing bike and pedestrian usage in this area and how it might be affected with this project.	B3	On-site observations indicate that demand is high given the presence of Delaware Park and other surrounding land uses. Existing bicycle and pedestrian facilities within Delaware Park are heavily used and the Build Alternative would result in enhancements to the existing accommodations.	1	208
Bicycle and Pedestrian Facilities	Accommodation	Increase the number of pedestrian and bicycle facilities adjacent to the corridor to better connect the area and improve overall access.	B4	Enhanced bicycle and pedestrian facilities would be provided along the entire length of the project corridor under the Build Alternative. Bicycle and pedestrian connectivity would be enhanced both along and across the corridor. These changes would result in a continuous accommodation for bicyclists and pedestrians, separate from motor vehicles on NYS Route 198, throughout the project limits. Refer to Sections 3.3.2.1 and 3.3.2.2 in the DDR/DEIS for additional information.	44	17 23 39 40 53 54 57 58 60 66 91 126 130 152 182 185 270 283 298 305 315 317 410 443 450 458 464 472 502 505 515 518 531 532 540 542 543 547 568 572 576 580 582 583

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Bicycle and Pedestrian Facilities	Accident Potential	If a guiderail was installed to protect people 20 feet off the side of the road, clarify why NYSDOT would want people riding bikes on the roadway or have at grade pedestrian crossings.	B5	At-grade pedestrian crossings and the bicycle facilities located off the roadway that would be constructed under the Build Alternative would be designed to operate safely.	1	233
Bicycle and Pedestrian Facilities	Number of Crossings	Adding more pedestrian crossings would help slow traffic and create a park-like feel.	B6	Additional pedestrian crossing opportunities have been incorporated into the Build Alternative. Refer to Chapter 3 of the DDR/DEIS for additional information.	34	27 40 52 64 65 92 110 115 119 145 173 241 270 303 315 319 329 330 423 424 425 426 427 428 429 430 432 443 514 519 522 530 540 547
Bicycle and Pedestrian Facilities	Interim Measures	Now that the speed limit has been reduced to 30 mph, clarify if bicyclists can share the road with vehicles.	B7	Bicycles are currently prohibited from using NYS Route 198 by state statute. As part of the project development process, the NYSDOT has studied various options for accommodating pedestrians and bicyclists. Parallel facilities exist both inside of Delaware Park and extending west of Delaware Park for use by bicyclists.	1	326
Bicycle and Pedestrian Facilities	Interim Measures	Clarify whether pedestrian safety can be improved immediately at Parkside Avenue. The stop sign on the west side is 30 feet past the crosswalk.	B8	Interim measures to enhance safety along NYS Route 198 are being progressed as a separate action.	1	442
Bicycle and Pedestrian Facilities	Lincoln Parkway Bridge Conversion	Converting the Lincoln Parkway Bridge into a pedestrian bridge would be beneficial because it returns an important view to the park and the local community in this area.	B9	The Build Alternative would include conversion of the Lincoln Parkway (Three Tribes Bridge) into a pedestrian and bicyclist facility.	1	550
Bicycle and Pedestrian Facilities	Crosswalk Design	Pedestrian activated raised crosswalks would be the safest option for pedestrians and would also force drivers to slow down.	B10	Comment Noted.	6	240 242 246 247 486 527
Bicycle and Pedestrian Facilities	Crossing Options	There should be additional bridges for pedestrians to walk over the expressway to keep them safe.	B11	The Build Alternative would change the character of the roadway from an urban expressway to an urban boulevard in accordance with the project purpose and objectives. No additional shared use path bridges over NYS Route 198 are proposed at this time. Additional at-grade crossing opportunities would be added along corridor. Refer to the plans in Appendix A of the DDR/DEIS for further illustration.	17	23 91 92 93 118 121 126 141 434 472 475 505 510 518 522 528 576
Bicycle and Pedestrian Facilities	Serviceability	Describe how the pedestrian crossing at Mirror Lake would function when the lake and creek are flooding.	B12	In the event of a flood, the shared use path and any flooded sections of pathway would be closed. Alternate routes would be available for pedestrians and bicyclists to travel along and across NYS Route 198 under the Build Alternative. Refer to the plans contained in Appendix A.	1	231
Bicycle and Pedestrian Facilities	Signal Timings	Consider timing the signals with crosswalks to encourage vehicles to travel at 30 mph instead of making them pedestrian activated.	B13	Under the Build Alternative, pedestrian signals would be push button actuated, not operating on a pre-timed cycle. The feasibility of signal timing and coordination plans that encourage vehicles to travel at the 30 mph posted speed limit would be considered during the final design phase of this Project.	1	243
Cross Section	Number of Lanes	Providing only one (1) lane in each direction would allow for the addition of bicycle lanes without expanding the footprint of the roadway into Delaware Park or provide an opportunity to regain parkland back.	C1	Based on public comments and meetings with local elected officials and community leaders, the NYSDOT has narrowed its focus to evaluating the reasonableness of converting the Scajaquada Expressway into an urban boulevard with two (2) travel lanes in each direction. Refer to the Scoping Document, available on the NYSDOT website (www.dot.ny.gov/scajaquadacorridor) for additional information.	26	43 47 49 55 65 82 88 120 127 138 145 146 289 295 307 319 323 415 458 466 477 480 504 545 568 581
Cross Section	Number of Lanes	Two lanes in each direction is necessary to keep traffic flowing along the corridor.	C2	The Build Alternative would result in two (2) travel lanes in each direction.	9	27 69 103 118 140 248 309 475 522
Cross Section	Intersection Type	At grade intersections and pedestrian crossings will help reconnect the roadway to the park.	C3	The Build Alternative would include at-grade intersections and pedestrian crossings.	25	8 84 87 95 102 109 110 113 127 143 200 204 295 323 488 503 508 520 521 525 543 568 577 580 583
Cross Section	Berm	A raised berm along the roadway within the park would separate expressway goers from park goers and better divide the two corridor features.	C4	The construction of a berm would have adverse impacts on adjacent plantings and historic Delaware Park.	4	25 129 224 489
Cross Section	Traffic Operations	If the roadway is removed, it will cause congestion and gridlock on the local streets, which cannot handle additional traffic.	C5	The potential effects of removing NYS Route 198 was studied during the scoping phase of the project, but ultimately dismissed due to the anticipated impacts. Refer to the Scoping Document, available on the NYSDOT website (www.dot.ny.gov/scajaquadacorridor) for additional information.	2	252 282

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Cross Section	Green Infrastructure	Green design techniques, such as rain gardens, should be considered to improve the creek and surrounding areas.	C6	Specific water quality and stormwater treatment features would be studied and selected during final design.	4	90 134 138 322
Cross Section	Lane Width	Reducing lane widths will encourage drivers to travel at slower speeds and take away from the expressway feel of wide lanes.	C7	The Build Alternative would result in 11 ft wide travel lanes. This is less than the 12 ft width required for an expressway.	7	119 173 411 423 503 540 580
Cross Section	Lane Width	Clarify if the 11 foot lanes being proposed are comparable to other city streets or if they are expressway width.	C8	Expressways require 12 ft lanes. The Build Alternative would result in the construction of two (2) 11 ft wide travel lanes in each direction along NYS Route 198.	1	172
Cross Section	Multimodal Accommodation	Create a street that has a wide median, bike lanes, crosswalks, and transit accessibility to provide cross town transportation.	C9	The purpose of the project is to provide geometric and operational improvements to NYS Route 198 in its current location and to make these improvements while maintaining local connectivity and a critical transportation link between I-190 and NYS Route 33 .Bicycles are currently prohibited from using NYS Route 198 by state statute. The objectives include accommodating vehicular, bicycle, and pedestrian travel modes throughout the corridor. The Build Alternative would satisfy the project purpose and objectives. On-street bicycle lanes would not be included because there would be an adverse effect on adjacent parkland.	21	10 15 96 126 139 143 173 180 181 270 432 450 461 462 474 523 545 548 580 598 600
Cross Section	On Street Parking	If one lane was converted into on-street parking, it would provide for convenient access to the local businesses and park facilities.	C10	Traffic analyses conducted during the Scoping Stage concluded that two (2) travel lanes are required in each direction along NYS Route 198 to maintain both local connectivity and a critical transportation link between I-190 and NYS Route 33. Refer to the Scoping Document, available on the NYSDOT website (www.dot.ny.gov/scajaquadacorridor) for additional information.	11	49 95 102 140 169 180 522 549 566 568 581
Cross Section	Roadway Type	NYS Route 198 should be converted into a low volume, low speed, park road.	C11	The purpose of the project is to maintain a critical transportation link between I-190 and NYS Route 33 and there is an identified need to reduce the disparity between vehicular operating speeds, the posted speed limit, and the design speed. The Build Alternative would enhance the compatibility of the roadway with the unique characteristics of Delaware Park and adjacent land uses.	1	191
Cross Section	Roadway Removal	Consideration should be given to removing the expressway altogether and restoring the park to its original condition.	C12	Removal of NYS Route 198 from Elmwood Avenue to Parkside Avenue was studied and dismissed during the project's scoping phase and the results of those analyses are summarized in the Scoping Document available on the NYSDOT website (www.dot.ny.gov/scajaquadacorridor). The purpose of the project is to maintain a critical transportation link between I-190 and NYS Route 33 and there is an identified need to reduce the disparity between vehicular operating speeds, the posted speed limit, and the design speed.	68	33 42 46 51 70 71 75 78 79 80 81 89 92 94 95 96 97 99 101 102 105 114 125 131 133 135 137 139 148 150 153 154 155 156 175 178 179 253 262 263 270 283 289 295 298 300 301 302 303 308 309 310 312 319 321 325 411 432 446 457 458 471 487 524 578 584 596 597
Cross Section	Roadway Type	The corridor should be converted into a boulevard to accommodate pedestrians and bicyclists while still keeping traffic moving through the corridor.	C13	The Build Alternative would transform NYS Route 198 from an urban expressway into an urban boulevard with two (2) travel lanes in each direction between Grant Street and Parkside Avenue, in its current location. It would also accommodate bicycle and pedestrian travel throughout the corridor while maintaining a critical transportation link between I-190 and NYS Route 33 and enhancing the compatibility of the roadway with the unique characteristics of Delaware Park and other adjacent land uses.	29	26 35 37 41 45 113 125 126 145 159 247 248 270 286 298 299 307 311 315 432 455 460 465 466 479 572 573 576 577
Cross Section	Roadway Type	The expressway is a vital connection through the center of the city and should remain in place so people can quickly and easily cross the city from I-190 to NYS Route 33.	C14	The purpose of the project includes maintaining a critical transportation link between I-190 and NYS Route 33. The Build Alternative would accomplish the project purpose. Refer to Section 3.3.1.5 (2) for additional information on predicted travel times along the corridor under the Build Alternative.	103	2 20 69 72 98 121 124 190 198 224 251 266 271 285 292 294 331 332 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 414 434 436 444 447 475 482 484 493 510
Cross Section	Roadway Type	The corridor should be converted into a parkway to feel more like a city street, with additional priority placed on pedestrians and bicyclists and reconnecting the park.	C15	While NYS Route 198 would not be designated as a NYS Parkway, the Build Alternative would transform the Scajaquada Expressway into an urban boulevard with two (2) travel lanes in each direction between the Grant Street interchange and Parkside Avenue. It would provide accommodations for pedestrians and bicyclists within the corridor by adding new crossings and parallel pathways while also maintaining a critical transportation link between I-190 and NYS Route 33. The compatibility of the roadway with its surroundings would also be improved.	39	7 8 10 17 18 21 46 55 62 64 66 82 84 109 125 127 148 149 256 262 273 278 288 296 303 312 317 322 420 443 451 458 461 472 495 508 537 544 549

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Cross Section	Tunnel	In order to reconnect the park and keep the road, the roadway should be put into an underground tunnel.	C16	The feasibility of constructing a tunnel was assessed during the project development process. The estimated cost of constructing a tunnel to carry NYS Route 198 beneath Agassiz Circle is \$80 million. The high estimated cost is in part due to the presence of rock only 7 to 14 ft below the surface. A tunnel would also result in adverse impacts to the adjacent portions of Delaware Park and neighboring properties. For these reasons, a tunnel was dismissed from further consideration.	4	7 72 170 489
Cross Section	Tunnel	Do not blast for a potential tunnel along the corridor because it could cause significant damage to nearby buildings.	C17	The Build Alternative would not involve the construction of a tunnel.	1	16
Cross Section	Width	There isn't enough width for the Scajaquada to accommodate the proposed grassy median, two lanes in each direction, and a pedestrian pathway.	C18	The Build Alternative would include these features as shown on the plans included in Appendix A. At the same time, the Project would restore approximately 5 acres of land to park use.	1	3
Cross Section	Traffic Calming	Physical measures (traffic calming) are needed to encourage motorists to travel at the 30 mph posted speed limit.	C19	One of the project objectives is to address identified geometric and operational deficiencies along NYS Route 198 in a manner that promotes traffic calming and enhances safety for users. Traffic calming features would be incorporated into the Build Alternative. These features would be introduced to reduce the disparity between the posted limit and vehicular operating speeds. Refer to Exhibit 3.2.3.2-5 and the accompanying text in the DDR/DEIS for a summary of applicable traffic calming features.	1	595
Environment	Drainage	During the redesign, the road should be sloped to better accommodate runoff, since rainwater pools on the road.	E1	A new roadway drainage system would be installed under the Build Alternative. It would be designed to address identified drainage deficiencies as described in Section 2.3.3.4. Refer to Section 3.3.3.4 for additional information on proposed drainage improvements.	7	4 93 129 151 413 526 580
Environment	Stormwater	Treat stormwater before it enters Scajaquada Creek to reduce pollution.	E2	Stormwater treatment features would be included in the Build Alternative to capture runoff from the project area and improve water quality before it reaches Scajaquada Creek. Refer to sections 3.3.3.4 and 4.4.8 in the DDR/DEIS for additional information.	9	23 217 246 247 270 322 413 432 598
Functional Classification	Type of Roadway	Downgrade the Scajaquada to a local road.	F1	Based on public comments and meetings with local elected officials and community leaders, the NYSDOT has narrowed its focus to evaluating the reasonableness of converting the Scajaquada Expressway into an urban boulevard with two (2) travel lanes in each direction. Refer to the Scoping Document, available on the NYSDOT website (www.dot.ny.gov/scajaquadacorridor) for additional information.	8	44 117 167 284 410 546 567 580
Interim Measures	Banner Concepts	The banner concepts presented at the 5/16/16 meeting are not appropriate or fitting for this area.	I1	The banners, which were previously presented and considered as a separate action, are no longer under consideration.	1	558
Interim Measures	Ramp Entrances	The removal of merging lanes has made the expressway far more dangerous. It has made it harder for vehicles to enter NYS Route 198 during peak traffic times.	I2	Please refer to Section 2.3.1.8 (2) for an analysis of accidents that have occurred after the removal of auxiliary lanes. The Build Alternative would change the character of the roadway from an urban expressway to an urban boulevard. Connections between the local streets and NYS Route 198 would be designed accordingly. The major connection points at Grant Street, Elmwood Avenue, and Delaware Avenue would have a roundabout, signal, and signal, respectively.	2	438 589
Interim Measures	Exit to Nottingham Terrace	Since the start of construction is so far away, specify if other interim measures can be implemented. Perhaps the Nottingham Ramp could be a two (2) lane ramp that is one way (on in the morning and off in the evening).	I3	The NYSDOT has implemented interim improvements as part of a separate action. Changes specific to this project, such as changes in operation and reconstruction, cannot be undertaken until the design and environmental analyses are completed.	2	160 171
Interim Measures	Ramp Entrances	The stop signs that were installed at the ramps have made the corridor even more dangerous. The angle entering the road is not conducive to safety.	I4	Please refer to Section 2.3.1.8 (2) for an analysis of accidents that have occurred after the installation of stop signs. The Build Alternative would change the character of the roadway from an urban expressway to an urban boulevard. Connections between the local streets and NYS Route 198 would be designed accordingly. The major connection points at Grant Street, Elmwood Avenue, and Delaware Avenue would have a roundabout, signal, and signal, respectively.	3	139 230 237
Interim Measures	Schedule	Clarify why crews were out striping at 9pm on Columbus Day and were not narrowing the lanes as they were striping.	I5	Parts of the corridor were scheduled to be restriped under a periodic maintenance contract. That work was done on Columbus Day when lower traffic volumes were anticipated. The NYSDOT has since restriped and narrowed the lanes in this area to 11 ft.	1	492
Interim Measures	Ramp Entrances	Trucks are having difficulties properly accelerating from a complete stop. They need the yield signs back at the ramp entrances to NYS Route 198.	I6	Motorists entering NYS Route 198 should exercise caution and wait for an adequate gap in traffic to safely enter the roadway. Truck drivers should recognize that due to the weight and acceleration characteristics of their vehicles, they will require extra time to complete their movement.	1	255

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Interim Measures	Noise	There are potential noise issues associated with installing speed bumps at the west end of the corridor that could impact Buffalo State students.	I7	Rumble strips were installed on NYS Route 198 eastbound in May 2015 under a separate action as an interim measure to reduce traffic speeds. To date, no complaints regarding noise have been received.	1	483
Interim Measures	Process	Clarify why substantial changes are being made to the corridor without going through the EIS process.	I8	The operational, signing, and pavement marking changes are not substantial. Other discretionary changes to the corridor were not discretionary acts of the NYSDOT.	1	238
Intersections	Agassiz Circle	Agassiz Circle should be restored to a traffic circle to preserve it's historical significance.	I9	Reconstruction of this intersection has been studied, including the conversion of the intersection to a roundabout. The historic configuration would not have adequate capacity to handle the daily traffic at this intersection without resulting in severe congestion and backups. Delay and congestion would affect the adjacent historic properties, residences, and Delaware Park, thereby not meeting the project purpose and objectives.	17	18 21 34 39 49 54 83 102 180 283 445 457 505 513 520 521 525
Intersections	Roundabouts	Roundabouts do not accommodate pedestrians since the traffic going around them doesn't naturally stop.	I10	Multilane roundabouts with bypass lanes would be required to handle the anticipated volumes of traffic along NYS Route 198. Roundabouts of this size would be inconsistent with the context of Delaware Park and the surrounding area. In addition, comments received from the public were not in favor of multilane roundabouts at locations with significant pedestrian activity. As a result, they were dismissed from further consideration at Elmwood Avenue and Delaware Avenue.	11	24 92 503 511 522 530 540 541 543 547 568
Intersections	Signalized Intersections	There are too many signalized intersections in the plan. They will cause even more traffic jams and don't seem to be safe for pedestrians.	I11	The signalized intersection designs under consideration for the Build Alternative would not cause a substantial increase in congestion and are appropriate for a boulevard within the context of Delaware Park. Refer to Section 3.3.2.1 of the DDR/DEIS for additional information on pedestrian accommodations and safety measures.	3	122 129 223
Intersections	Elmwood Avenue Intersection	The Elmwood Ave / Nottingham / Elmwood Connector intersection should be transformed into a traffic circle. There was one there originally.	I12	The alignment of Elmwood Avenue used to go through what is now the parking lot of the Buffalo History Museum prior to being realigned for construction of the prior bridge over NYS Route 198 and Scajaquada Creek. There was a curve where it met Nottingham Terrace. Construction of a roundabout at this location would involve the acquisition of property from the Buffalo History Museum, McKinley High School, and would require changes to the replacement bridge currently under construction.	1	31
Intersections	Simulation Model	A simulation should be created to show the different options at the intersections (i.e. signals vs. roundabouts) for comparison.	I13	Simulations were provided for public viewing at the May 19, 2016 public meeting. The NYSDOT plans to also have them available for viewing at an upcoming public hearing.	1	535
Intersections	Parkside	Parkside Avenue is a dangerous intersection for all users and needs to be redesigned to improve safety.	I14	Comment noted.	3	128 138 539
Intersections	Parkside	If constructed, a roundabout won't be able to handle the heavy traffic loads on the corridor near Parkside Avenue.	I15	A roundabout for the Parkside Avenue intersection was dismissed from consideration during the Scoping Phase of the Project.	2	3 126
Intersections	Roundabouts	The installation of roundabouts would be the only way to slow traffic down on the corridor.	I16	The interim measures installed in 2015 within Delaware Park have resulted in a measured reduction in operating speed from over 50 mph to under 40 mph. The Build Alternative includes additional measures to further reduce the operating speed. The Build Alternative also includes a roundabout where NYS Route 198 and Grant Street Connector meet, just west of the Grant Street Bridge.	26	4 34 39 50 68 76 84 106 108 113 118 127 194 289 457 505 513 518 519 527 531 537 542 573 575 582
Intersections	Signalized Intersections	Signalized intersections are safer for pedestrians but still facilitate the flow of traffic.	I17	Comment noted.	25	34 92 95 111 126 303 319 328 410 503 507 511 513 522 523 525 530 534 541 543 547 573 574 576 577
Maintenance	Snow Removal	Clarify whether there will be enough room for snow removal.	M1	The Build Alternative would provide adequate room for snow removal operations. The proposed 1 ft curb offset to the median, 1 ft wide, two (2) tier hardscape median edge treatment, and 3 ft outside curb offset would facilitate these operations.	7	63 527 528 531 532 554 555
Maintenance	Median and Shared Use Paths	Specify who will be responsible for maintaining the new streetscape features	M2	Refer to Section 3.3.1.12 of the DDR/DEIS for a summary of the anticipated assignment of maintenance responsibility under the Build Alternative.	7	13 48 53 63 134 532 584
Median	Width	There should not be a median. It would take up unnecessary space that could be used for additional pedestrian and bicyclist facilities. It would also be damaged easily and quickly, becoming an eyesore.	M3	The Build Alternative would change the character of NYS Route 198 from an urban expressway to an urban boulevard. The introduction of a landscaped median supports that change and is consistent with the vision of the City of Buffalo's Expanded Project Proposal (study document) published in 2005.	4	146 463 518 590

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Median	Type	A low walled median with trees will reduce the perceived amount of pavement area and will make the area feel more park like.	M4	Comment noted.	14	92 111 126 142 517 523 526 529 531 540 543 551 556 582
Median	Width	There should be a wide median reminiscent of the Olmsted Parkway dividers, which will help reduce vehicle speeds by changing the character of the corridor.	M5	The Build Alternative would change the character of NYS Route 198 from an urban expressway to an urban boulevard. The introduction of a landscaped median supports that change and is consistent with the vision of the City of Buffalo's Expanded Project Proposal (study document) published in 2005.	17	4 52 55 479 480 500 513 517 519 520 530 537 552 566 573 575 576
Outreach	Stakeholder Group	The chosen Stakeholder Groups were not all inclusive and more people of differing opinions should have been asked to be a part of the group.	O1	There have been numerous opportunities for the public to provide input. Refer to Appendix G of the DDR/DEIS for additional detail on project public outreach activities. Additional opportunities will be provided as the preliminary design is completed and final design commences.	27	1 11 13 17 22 48 122 129 213 221 226 227 246 247 285 432 434 444 447 467 475 482 484 489 490 516 598
Outreach	Process	The project does not meet community expectations. Public engagement has been inconsistent and ineffective. A transparent public outreach process should be developed and implemented for this project.	O2	There have been numerous opportunities for the public to provide input. Refer to Appendix G of the DDR/DEIS for additional detail on project public outreach activities. Additional opportunities will be provided as the preliminary design is completed and final design commences.	3	602 604 607
Performance Measures	Proposed Modifications	Revisions or additions to project performance measures should be made to include the multiple benefits and impacts of a project beyond transportation. In doing so, the NYSDOT should embrace the National Association of City Transportation Officials' (NACTO) guidelines as Caltrans has done. The project should be thought of as an upgrade for the community instead of a downgrade for commuters.	P1	The Environmental Impact Statement being developed for this project is following the established guidelines and requirements adopted by the State of New York and approved by the Federal Highway Administration.	3	607 592 599
Project Website	Content	Content presented at the Fall 2015 meeting is not consistent with what is shown on the project website.	P2	The NYSDOT website (www.dot.ny.gov/scajaquadacorridor) has been updated.	1	565
Roadway Naming	Suggestion	The road should be renamed to remember the young boy, Maksym Sugorovskiy, who lost his life in Delaware Park.	R1	Comment noted.	1	473
Safety	Enforcement	Clarify if safety and security camera monitoring will be installed that could help law enforcement protect the public from aggressive motorists and criminal activity.	S1	There are existing intelligent transportation systems (ITS) cameras along the corridor. These would remain under the Build Alternative. Their purpose is for traffic monitoring traffic related to delays and congestion. Refer to Section 3.3.1.4 of the DDR/DEIS for additional information on ITS.	6	20 63 269 525 527 532
Safety	Pedestrian Bridge	If a pedestrian bridge is added near Buffalo State it will increase the potential for criminal activity.	S2	The Build Alternative would include a new at-grade crossing at Buffalo State College and a new shared use path bridge over Scajaquada Creek to provide enhanced connectivity between Amherst Street and the Buffalo State campus.	1	86
Safety	Signal Pole	A signal pole near Grant Street and the NYS Route 198 ramps is constantly being hit.	S3	Comment noted.	1	129
Schedule	Timeline	The NYSDOT should set aside money and begin this project ASAP because the road is unsafe.	S4	Governor Cuomo allocated \$30 million to fund the Scajaquada Corridor project in the state budget. The NYSDOT is committed to this project and the total funding plan will be identified in the Final Environmental Impact Statement.	9	6 162 174 175 176 314 418 431 583
Schedule	Timeline	There have been plans for the past few years to alter the existing roadway. Clarify what prevented these from being implemented.	S5	The NYSDOT is expediting the environmental review and will continue to work collaboratively with stakeholders and the public on the redesign of NYS Route 198. The NYSDOT, in coordination with the Federal Highway Administration (FHWA), will evaluate all of the comments received in deciding on a chosen (preferred) alternative. A Final Design Report and Environmental Impact Statement and Record of Decision will be completed in 2017 and submitted to the Federal Highway Administration for approval.	3	163 177 186
Signs	Legibility and Positive Guidance	Similar to the Buffalo Zoo, the Darwin Martin House, located on Jewett Parkway, is visited by thousands and the majority of those visitors come from out of town. Signage and exits must be clear and "visitor friendly".	S6	Large, expressway style roadside and overhead guide signs would be removed under the Build Alternative. They would be replaced by signs appropriately scaled for an urban boulevard and would provide positive guidance. Refer to Section 3.3.1.3. (2) of the DDR/DEIS for additional information on proposed signing under the Build Alternative.	1	12

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Speed	Travel Time	Clarify if reducing the speed to 30 mph and creating a boulevard would substantially reduce travel times.	S7	The purpose of the project is to maintain a critical transportation link between I-190 and NYS Route 33. It is anticipated that vehicular travel times between I-190 and NYS Route 33 would increase by approximately two (2) minutes under the Build Alternative. Refer to Section 3.3.1.5 (2) of the DDR/DEIS for additional information on travel times under the Build Alternative.	1	214
Speed	Interim Measures	Now that traffic has been slowed, clarify if recent data will be used to update statistics and if the data have shown a change in accidents.	S8	Accident reports were obtained for a five (5) month period starting on June 1, 2015 and ending on October 31, 2015. A study of this information found there wasn't a substantial change in the pattern of accidents. Refer to Section 2.3.1.8 (2) of the DDR/DEIS for additional information on the findings.	1	437
Speed	Posted Speed Limit	The speed limit should not be reduced because commuters use the expressway as a quick way to commute to and from downtown.	S9	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	16	74 85 98 116 122 255 257 258 265 268 271 287 493 494 506 579
Speed	Posted Speed Limit	The speed limit should not be reduced because speed was not a factor that contributed to the fatal accident in 2015.	S10	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	24	141 151 225 250 254 255 258 265 266 268 281 292 293 297 318 333 409 441 454 482 489 493 496 571
Speed	Posted Speed Limit	The speed limit should not be reduced because it is the only high speed route that an ambulance can use to transport patients to hospitals from north Buffalo to I-190.	S11	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative. NYS Route 198 would continue to be available for use by emergency service providers.	2	255 608
Speed	Posted Speed Limit	The posted speed limit should be below 30 mph because at 30 mph traffic will travel at 40 mph.	S12	One of the project objectives is to address identified geometric and operational deficiencies along NYS Route 198 in a manner that promotes traffic calming and enhances safety for users. Traffic calming features would be incorporated into the Build Alternative. These features would be introduced to reduce the disparity between the posted limit and vehicular operating speeds. Refer to Exhibit 3.2.3.2-5 and the accompanying text in the DDR/DEIS for a summary of applicable traffic calming features.	7	55 88 110 153 210 321 528
Speed	Posted Speed Limit	The posted speed limit should be lower, because the current posted speed limit is too high for the entire corridor, including Delaware Park.	S13	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	27	10 17 18 34 35 37 47 57 59 103 107 115 119 125 264 269 328 410 422 460 465 476 503 505 510 547 549
Speed	Posted Speed Limit	The posted speed limit should only be reduced in the section of the corridor that runs through Delaware Park.	S14	The transition zones referred to by the comment are outside the project limits.	25	49 61 82 111 142 144 249 266 281 287 297 313 316 318 320 439 463 468 475 489 501 522 526 569 571
Speed	Speed Limit	A speed limit of 30 mph for the entire corridor, including the segment through Delaware Park, will be safer for all users.	S15	The change of speed limit was not part of this action. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	80	8 21 43 46 56 73 77 84 90 92 96 99 104 106 108 109 112 113 120 126 127 133 136 138 145 146 157 158 209 211 245 246 248 256 260 267 270 272 273 274 275 276 277 278 279 280 289 295 297 299 303 305 309 315 322 323 329 330 413 415 416 419 420 421 423 424 425 426 427 428 429 430 432 458 518 520 521 543 568 582
Speed	Speed Limit	The speed limit should be established at 40 mph as a compromise for all users; vehicles will still be able to move across the corridor in a timely fashion, but at a slower pace that would be safer for all users.	S16	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	13	83 93 125 151 250 251 288 293 316 436 441 534 573
Speed	Speed Limit	The speed limit should be established at 45 mph as a compromise for all users; vehicles will still be able to move across the corridor in a timely fashion, but at a slower pace that would be safer for all users.	S17	The change of speed limit was not part of this action. The posted speed limit was originally lowered by directive of the Governor. The posted speed limit would remain at 30 mph from the Grant Street interchange to the Parkside Avenue intersection under the Build Alternative.	8	318 332 414 434 435 438 494 570
Speed	Western Transition Zone	Clarify whether a 30 mph speed limit is needed at the west end of the project.	S18	The western terminus of this project is the Grant Street interchange. Speed limit changes west of that limit are not part of this action.	1	232
Speed	Eastern Transition Zone	The speed should not have to be reduced east of Delaware Park since there are no public areas adjacent to corridor.	S19	The eastern terminus of this project is the Parkside Avenue intersection. Speed limit changes east of that limit are not part of this action.	1	212

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Main Topic	Subtopic	Comment Summary	Response Identification Number	Comment Response	Number of Comments Represented	Comment Identification Number
Transit	Accommodation	The corridor should become a bus line with stops at the intersections to allow access to the surrounding establishments. Transit will greatly benefit the community and human health.	T1	The NYSDOT has held discussions with NFTA regarding the addition of bus service along NYS Route 198. The Niagara Frontier Transportation Authority (NFTA) is willing to consider the addition of bus service pending demand. The improvements envisioned under the Build Alternative would not preclude the addition of a bus route and/or bus stops along NYS Route 198 in the future as a separate action. Refer to Sections 2.3.2.3 and 3.3.2.3 for additional information on transit accommodations within the project limits.	4	126 143 270 609
Transition Zones	Environmental Studies	There should be a study of safety and air quality before the final EIS is published.	T2	Air quality and safety analyses have been completed as part of the development of the DDR/DEIS. Refer to Section 4.4.15 of the DDR/DEIS for additional information. Refer to Sections 2.3.1.8 and 3.3.1.8 of the DDR/DEIS for additional information on accident analyses and safety.	1	440
Transition Zones	Humboldt Parkway/ Main Street/ Kensington Avenue	Main Street, Humboldt Parkway and Kensington Avenue should be brought back to their original layout or should be redesigned for easier and safer access. An at grade intersection should be considered.	T3	This group of intersections is outside the project limits. The NYSDOT is cooperating with the City of Buffalo to examine opportunities for improvement as part of an independent action.	40	9 18 19 22 34 35 40 59 126 132 138 139 148 196 199 202 228 246 247 283 436 457 462 469 470 472 487 499 502 514 520 530 531 540 567 572 583 587 588 594
Transition Zones	Humboldt Parkway/ Main Street/ Kensington Avenue	Green space should be added to the Main Street/ Humboldt Parkway/ Kensington Avenue area.	T4	This group of intersections is outside the project limits. The NYSDOT is cooperating with the City of Buffalo to examine opportunities for improvement as part of an independent action.	1	38
Transition Zones	I-190 Interchange and Viaduct	I-190 should be completely disconnected from NYS Route 198. Coming off I-190 it makes drivers feel as if they are entering another expressway.	T5	The purpose of the project is to provide geometric and operational improvements to NYS Route 198 in its current location from the Grant Street interchange to the intersection of Parkside Avenue, including the segment through Delaware Park. These improvements would be made while maintaining local connectivity and a critical transportation link between I-190 and NYS Route 33, and providing enhanced compatibility with adjacent land uses. Disconnecting NYS Route 198 from I-190 would be in conflict with the stated purpose of the project.	12	147 166 207 211 295 296 448 452 478 498 538 572
Transition Zones	Western and Eastern Transition Zones	Everything west and east of Delaware Park on NYS Route 198 needs to be improved, since it is not currently safe for pedestrians and bicyclists to cross the corridor in these areas.	T6	The purpose of the project is to provide geometric and operational improvements to NYS Route 198 in its current location from the Grant Street interchange to the intersection of Parkside Avenue, including the segment through Delaware Park. The NYSDOT is cooperating with the City of Buffalo to examine opportunities for improvement as part of an independent action.	22	50 52 69 115 125 183 196 200 203 204 205 206 416 432 445 448 452 456 478 487 513 595